

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

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- Protocol 2: Temporary permit for the use of vehicles for commercial purposes

- Protocol 3: Customs control and transit system

- Protocol 4: Control of precursors and chemical substances used in the illicit production of narcotic drugs, their analogues and psychotropic substances

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

determined to strengthen economic relations between the two countries on a mutually beneficial basis,

Recognizing the right of the Republic of Tajikistan to free access to the sea in terms of the most important principle of the growth of international trade and its economic development,

Recognizing the importance of connecting the Republic of Tajikistan to sea ports through the territory of the Islamic Republic of Afghanistan, third countries and the Islamic Republic of Pakistan, as well as connecting the Islamic Republic of Pakistan with Central Asia,

Reaffirming its commitment to ensure safe, fast and efficient transportation of vehicles, goods, luggage and means of transport from/to and through the territory of the Contracting Parties;

Recognizing the need to ensure effective mutual transit services between the Contracting Parties;
reached the following Agreement:

PART I GENERAL PROVISIONS

ARTICLE 1 PURPOSE AND TASKS

The Contracting Parties agree to facilitate the transportation of goods through the territory of their countries and in accordance with their national laws and the terms of this Agreement for transit services.

The Contracting Parties shall take all necessary measures:

- (a) effective and efficient management of transit goods transported by all modes of transport, avoiding unnecessary delays and costs during the movement of goods and commercial vehicles through the borders of their states;
- (b) ensuring simplification, transparency and coordination of documentation and procedures related to goods and transit movement;
- (c) assistance in the development of various cargo transport;
- (d) strengthening cooperation to promote bilateral and transit trade to support the economic development of the two countries;
- (e) cooperate in order to control illegal trade between and through the territories of their States.

ARTICLE 2 DEFINITIONS

For purposes of this Agreement, the following terms shall have the meanings assigned to them

Bilateral trade is the exchange of goods and services between two countries, and its transport through a third country or directly;

Carriers - a legal or natural person responsible for the transportation of cargo by rail, road and other modes of transport in accordance with the Agreement between the Contracting Parties directly or using a third party, and by whom or on whose behalf a contract of carriage or for a reward is concluded ;

Container means a container or standard shipping unit capable of being (i) loaded and unloaded (ii) by one or more modes of transport without intermediate reloading and (iii) locked and sealed;

Cross-border traffic means traffic that starts from the territory of one Contracting Party and ends in the territory of another Contracting Party;

Customs authority/service means the government authority responsible for the enforcement of customs laws and the collection of import and export duties and taxes, as well as for the implementation of other laws and regulations related to the import, transit and export of goods;**Customs control** - that is, ensuring compliance with laws and regulations on import, transit and export of goods, whose control is entrusted to the customs service;

Customs transit is a customs procedure, according to which goods are transferred from one customs body to another under customs control;

The customs department/office is the administrative unit of customs, which is competent to perform customs procedures, as well as the administrative building or other building approved for this purpose by the competent authority;

Dangerous goods are substances, materials, products and wastes that, due to their properties and the presence of certain factors during transportation, loading or unloading , cause explosion, fire or damage to transported goods, technical means, equipment, buildings, structures and other objects, as well as may harm the health and life of people, the environment;

Inspection/Examination of goods means the process of identification of goods by the customs service, which determines the nature, condition, quantity and value of the goods with reference to the submitted transit documents ;

Forwarder - a legal entity that has a forwarding service contract with the sender;

Freight services means the organization of the process of sending and receiving cargo, as well as the performance of other types of work related to the transportation of goods based on the transportation contract;

Import Duties and Taxes - means customs duties and all other duties, taxes, fees, levies and other charges levied under national law on or in connection with the importation of goods, but does not include the value of services;

International transportation will include the transportation between the territories of the Contracting Parties (bilateral transportation) or through the territory of another Contracting Party (transit transportation);

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

Receiving country (destination country) - the country where the goods are delivered;

Multimodal Transportation of goods means the movement of goods in one transport unit (container), which uses two or more different types of transport consecutively without loading the goods including cross stuffing at designated custom bonded areas;

Domestic transport means the transportation of goods within the territory of one Contracting Party for unloading in the territory of the same Contracting Party; domestic transport is also called "cabotage";

Means of transport means road and rail vehicles and a combination of rail and other modes of transport agreed and intended for the transportation of goods between the Contracting Parties;

National laws means the combination of national or local laws and regulations in the respective countries of the Contracting Parties;

National procedure means that the Contracting Party, in accordance with its national laws, provides conditions to the service providers and services of the Contracting Party no less than those provided for its own services and service providers;

Port of entry / exit (border crossing) - territory (part of territory) railway stations and highways, seaports, river ports, airports open for international relations, as well as people, vehicles, goods, other property, livestock on the state border of Contracting Parties, another specially equipped place where border control, customs and other types of control of goods, seeds, planting materials, other animal and plant products are carried out;

Protocol means a document attached to this Agreement, which provides specific technical and administrative measures;

Permits for automobile transportation it is a document issued by the competent authority of a Contracting Party, which authorizes a vehicle registered in the territory of another Contracting Party to enter, exit or transit its territory;

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

Transit means the carriage of goods (including unaccompanied baggage) and vehicles in transit through the territory of a Contracting Party when passing through that territory with or without a place of loading and unloading, or a change of mode of transport, which forms only part of a complete journey and the beginning and end of which the trip takes place outside the territory of the State of the Contracting Parties, through which traffic flows;

Transit country means through which the transit movement is carried out;

Transit Transport Corridors, i.e. roads in the respective territories of the Contracting Parties used by the other Contracting Party for their transit transportation;

Carriage for hire or reward means the transportation of goods for payment of services on behalf of third parties;

Transport by itself means transport operations and is an auxiliary activity of the enterprise, which is considered their commercial activity and is managed by its employees;

Transport Operator (TO) means the legal or natural persons involved in transport, who, according to the national regulations of their country, are allowed to carry out international transport operations between the territories of the Contracting Parties or between their own country and to/from a third country through the territory of another Contracting Party;

Medical Diagnosis means an examination carried out with the purpose of protecting life and health of people;

Veterinary and Sanitary Control is a diagnosis applied to animals and products produced from animals for the purpose of protecting the life and health of people and animals, as well as the diagnosis of objects or goods that can be considered as a vector of animal diseases;

Phytosanitary Control means an inspection aimed at preventing the spread and introduction of pests, plants and plant products across national borders;

PART II RIGHT OF TRANSIT

ARTICLE 3 FREEDOM IN TRANSIT ACTIVITIES

1. The freedom of transit activity through the territory of the states of each Contracting Party should be provided along predetermined routes for, transit transportation to the territory of the Contracting Party and from the territory of another Contracting Party. No distinction shall be made on the basis of the ship's flag, place of dispatch, entry, exit, destination, or any other circumstances relating to property, ships, or other means of transport.

2. If the Contracting Party considers that certain goods or categories of goods, which are allowed for transit transportation, and they are illegally imported into the territory of its state and cause damage to the economy, industry or income from imports, the same Contracting Party, in accordance with national legislation takes measures in the form of prohibition or introduction of quantitative restrictions on the transit of such goods.

PART III TRANSIT TRANSPORT CORRIDORS

ARTICLE 4 SIGNS OF TRANSIT TRANSPORT CORRIDORS

1. Roads used for transit transportation through the territories of the Contracting Parties should include the following signs:

(i) seaports in the territory of the Islamic Republic of Pakistan, namely the port of Karachi, the port of Qasim and the port of Gwadar;

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

(iii) airports within the territories of the Contracting Parties;

(iv) rail/road transit corridors through the territories of the Contracting Parties and

(v) land stations between Contracting Parties or between a Contracting Party and a third country.

2. Annex 1 to this Agreement on "International Corridors of Transit Transport and Ports of Entry and Exit" defines the routes and points of transit entry and exit of goods. These corridors can be terminated or added again by mutual written Agreement.

3. International transit routes through the territory of the Republic of Tajikistan should include road, rail, sea and river connections to/from its land border crossings with the Islamic Republic of Afghanistan, the Republic of Uzbekistan, Kyrgyzstan and the People's Republic of China.

4. Additional routes may be agreed between the Contracting Parties. Goods transported through these routes must be imported at designated customs ports of each side.

5. The Contracting Party shall provide transit and other appropriate services, including warehousing, at ports and/or in all areas mutually approved by customs.

6. The terms of this Agreement do not apply to the transit cargo service through the airspace of the Contracting Parties.

ARTICLE 5
SAFETY OF TRANSIT TRANSPORT AND USE OF
MULTIMODAL TRANSPORT

1. The contracting parties undertake to develop and improve multimodal transportation .

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

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

PARTIV
FORMAL SIMPLIFICATION OF TRANSIT
ARTICLE 6
OF INFRASTRUCTURE DEVELOPMENT AND SERVICE
PROVISION

To ensure efficient and rapid transit, the Contracting Parties undertake:

(a) cooperation in the preparation of a common interface, which should develop an interface between the Customs Information System of the Republic of Tajikistan and the Customs Computer System of the Islamic Republic of Pakistan (WeBOC) for the exchange of information on the movement of goods and vehicles ;

(b) providing sufficient human resources to carry out border procedures, such as customs, border and other controls and inspections;

(c) in accordance with the rules of the Contracting Parties, provision of warehouses for the storage of goods in temporary customs warehouses at the port of entry and/or in any mutually recognized customs areas;

(d) provide adequate and safe parking for containers, as well as for trucks and other vehicles awaiting clearance, in accordance with the rules of the Contracting Parties; and

(e) providing and maintaining reliable postal and telecommunications services.

PART V
GENERAL CONDITIONS FOR TRANSIT TRANSPORTATION
ARTICLE 7
SEA PORT

1. The Government of the Islamic Republic of Pakistan guarantees to the Republic of Tajikistan the right to use the port of Karachi, the port of Qasim and the port of Gwadar for transit cargo to and from the Republic of Tajikistan in accordance with the tariffs, prices and official conditions observed by other port users without any violation of rights.

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

The Contracting Parties shall provide adequate facilities for road and multimodal transport such as intermodal transport terminals at the operational ports/border crossings specified in Annex-1.

ARTICLE 9
CHOICE OF TRANSPORT VEHICLES

The Contracting Parties agree to the following conditions :

(a) consignors who, according to their needs, choose the type and means of transport used for the transit of goods through the territory of another Contracting Party;

(b) all means of transport must remain on the designated routes of the territory of the other Contracting Party and leave it within the specified time. In case of force majeure or damage to the vehicle, a traffic accident, the deadline may be extended by the competent authorities of the receiving country.

ARTICLE 10
LICENSE TO TRANSPORTATION COMPANIES

1. The Contracting Parties coordinate and facilitate the requirements for the transportation of goods in/from/ and through the territory of their states.

2. National transport operators for international transport operations must be commercially registered by the Contracting Party in accordance with its national laws, in accordance with the criteria set out in the First Protocol of this Agreement - Part II "Licensing criteria for road transport operators for international transit transport" goods", it is planned to get a license.

ARTICLE 11

EXCHANGE OF THE RIGHT OF TRAFFIC MOVEMENT

1. Transportation of cargo between the territories of the Contracting Parties during transit through the territory of their states, as well as to/from third countries, with the exception of transportation provided for in Article 19 of Protocol 1 of this Agreement, by vehicles according to the licenses issued by the competent authorities of the Contracting Parties will be completed.

2. Permits consist of the following main types:

a) Permit for transportation of cargo between/transit through the territory of the Contracting Parties;

b) Permission to transport cargo from the territory of another Contracting Party to the territory of a third country and/or from the territory of a third country to the territory of another Contracting Party. In addition to these licenses, the competent authorities of the Contracting Parties may prepare among themselves other types of licenses.

3. A separate permit is issued for each vehicle. Each such permit has the right of one round trip. Permits submitted during the current year are valid until January 31 of the following year. A permit is also required for unladen (empty) movement.

4. Licenses are issued to individuals, and their transfer to other carriers or third parties is prohibited.

5. Competent authorities of the Contracting Parties annually exchange an agreed number of permits for cargo transportation. Said permits must bear the seal of the competent authorities of the Contracting Party State and the signature of the authorized person who issued this permit.

6. At the request of one of the Contracting Parties, additional permits may be issued in excess of the agreed number of permits. Holders of supplementary licenses pay fees according to the national regulations of the host country.

ARTICLE 12

PROHIBITION OF INTERNAL TRANSPORTATION

Unless a special permit is obtained from the relevant authorities of the Contracting Parties, vehicles registered in one Contracting Party are prohibited from carrying cargo to another point in the territory of the Contracting Party for delivery to any other point ("cabotage").

ARTICLE 13

RAILWAY TRANSPORT OPERATOR

1. Transportation of transit cargo is carried out in accordance with the Railway Rules and Regulations applicable to goods in transit from the territory of the Contracting Parties. The cost of freight will be determined on a mutual basis by the concerned railway authorities.

2. If there is a need to create a separate Protocol on railways, the Contracting Parties will consider and develop a new Protocol.

ARTICLE 14

COMMERCIAL REPRESENTATION

Taking into account the observance of national laws and obtaining permission from the relevant authorities, the Contracting Parties shall

cooperate with carriers, transport operators, banks and insurance companies of the other Contracting Party to open offices in the respective territories of their states for the purpose of operations related to transit trade. A business representative license is issued on a reciprocal basis.

**PART VI
VEHICLE PERMIT REQUIREMENTS
ARTICLE 15**

**VEHICLE ADMITTANCE FOR
CARGO TRANSPORTATION INTO THE TERRITORY OF
OTHER CONTRACTING PARTY**

The Contracting Parties shall allow vehicles registered in the other Contracting Party to the territory of their states in accordance with the rules provided for in the First Protocol of this Agreement (Part 1 - Technical requirements for the authorization of vehicles).

**ARTICLE 16
MUTUAL RECOGNITION OF DRIVER'S LICENSES AND
REGISTRATION DOCUMENTS OF VEHICLES**

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

**ARTICLE 17
TECHNICAL REQUIREMENTS FOR TRANSPORT
VEHICLES**

Road transport vehicles must comply with the technical requirements in terms of dimensions, maximum weights and loads, emission standards and issues related to coordination and establishment of general standards provided for in the First Protocol of this Agreement - Part 1 "Technical requirements for the authorization of vehicles".

**ARTICLE 18
MUTUAL RECOGNITION OF TECHNICAL INSPECTION
CERTIFICATES**

1. Each Contracting Party undertakes to carry out seasonal inspections of vehicles registered within its territory and used for transit transport, so that they are in good working conditions and meet the necessary safety standards.

2. The Contracting Parties shall recognize the certificates of seasonal inspections of vehicles used for transit transport and issued by the other Contracting Party.

ARTICLE 19

THIRD PARTY VEHICLE INSURANCE PLAN

1. Vehicles traveling to the territory of another Contracting Party must meet the requirements of compulsory third-party liability insurance in the host country.

2. The Contracting Parties shall take all necessary measures to ensure that the vehicles registered in the respective territories of their states have third-party liability insurance that arises during transit.

ARTICLE 20
MULTIPLE ENTRY VISA FOR DRIVERS

visa to drivers of vehicles and persons engaged in international transit transportation for a period of up to one (1) year with the right to reside in the territory of each Contracting Party for up to twenty (20) days for each travel

2. In case of illness or injury of the driver and co-driver/helper, accident or vehicle damage, the period of stay may be extended accordingly.

3. The procedure for issuing visas, mentioned in paragraphs 1 and 2, should be in accordance with the national laws of the Contracting Parties.

PARTVII
STATE/CUSTOMS CONTROLS AND OTHER TYPES OF
CONTROLS

ARTICLE 21
HARMONIZATION AND SIMPLIFICATION OF
CUSTOMS PROCEDURES

1. All goods transported from the territory of the Republic of Tajikistan and the Islamic Republic of Pakistan:

- a. containers with international specifications;
- b. bulky and bulk cargo (not imported in containers, such as ship cargo) shall be transported in open vehicles or other transport units;
- c. Export of perishable goods during transit (such as fruits, vegetables, etc.) shall only be carried out in specialized transport units;
- d. One-time loading of cargo is allowed, that is, loading from one container to another and sealing it in areas approved by customs, in a specially designated area at sea ports or approved terminals;
- e. Shipments in transit may be tracked in accordance with the national laws of the Contracting Party.

2. Limiting customs control of vehicles and goods in transit passing through their borders to the minimum necessary (scanning and physical examination based on the risk management system) to ensure compliance with the national legislation of the Contracting Parties.

Further inspection on the route is not allowed, except in cases of violation by the carriers of the national laws of the Contracting Parties.

3. Encouraging cooperation between their customs administrations to ensure prompt customs clearance with minimal transit delays.

4. Agree to mutual recognition of inspections and findings carried out by their respective customs officials.

5. As far as possible, the standards and recommended practices of the International Convention on the Simplification and Harmonization of Customs Procedures (Revised Kyoto Convention, 1999) are implemented.

6. Contracting Parties will comply with the provisions of Protocol III to this Agreement on the system of customs and transit control.

7. Allowing the importation of containers without payment of duties and taxes, under the customs regime of re-export, subject to other conditions

stipulated in international Agreement to which the States of the Contracting Parties are parties.

ARTICLE 22

PHYTOSANITARY AND VETERINARY CONTROL

Contracting parties must comply with the guidelines of multilateral Agreements under the auspices of the Food and Agriculture Organization, the World Organization of Animal Health (OIE) and national quarantine regulations, veterinary and sanitary regulations on the conditions of transport of plants, animals and plants and animal products during transit or transport, that is, inspection veterinary or phytosanitary certificate of the country of manufacture and packaging in such a way as to prevent material leakage or soil contamination or ingress of pests and the package or container must not be opened or the seal broken anywhere territories of the Contracting Parties.

In the case of opening packages or containers during transit, veterinary-sanitary or phytosanitary inspection and processing of the goods is carried out in accordance with the international standards of the World Organization for Animal Health, the World Trade Organization, the International Convention on Quarantine and Plant Protection and in accordance with the national legislation of the Contracting Parties.

ARTICLE 23

SPECIAL CONDITIONS FOR THE TRANSPORTATION OF PERISHABLE GOODS

1. Taking into account the provisions of this Agreement, the Contracting Parties will strive to facilitate and speed up the transportation of perishable goods and provide border crossing procedures to prevent unnecessary delays .

ARTICLE 24

SPECIAL CONDITION FOR CARRIAGE 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 (1957, Geneva, amended in 2007) regarding transit and transboundary transport of dangerous goods.

2. Transportation of dangerous goods is regulated by national laws. A special permit for the carriage of dangerous goods must be obtained from the relevant authorities of the relevant Contracting Party. Both Contracting Parties exchange the list of goods contained in Annexes A (Republic of Tajikistan) and B (Islamic Republic of Pakistan). Any changes in the list shall be communicated to the other Contracting Party through diplomatic channels.

ARTICLE 25

TRANSIT OF WEAPONS, ACCESSORIESWARFARE, EQUIPMENT AND MILITARY EQUIPMENT

This Agreement excludes the transit of weapons, munitions, military goods and military equipment, unless the Contracting Parties have agreed to this in writing.

ARTICLE 26
CONTROL OF NARCOTICS, PSYCHOTROPIC
SUBSTANCES AND THEIR PRECURSORS

The Contracting Parties have agreed to strengthen their administrative cooperation in accordance with Protocol 4 in order to prevent illegal trafficking of precursors and chemical substances used in the production of narcotic drugs, psychotropic substances and their analogues.

ARTICLE 27
COORDINATION OF CUSTOMS CONTROL
AND OTHER TYPES OF CONTROL

The Contracting Parties agree to international best practice on border conditions for goods in transit. In particular, the Contracting Parties agree to make every effort to ensure that:

(a) Control, in addition to customs control of goods and transit vehicles, by the relevant authorities responsible for compliance with the applicable national legislation, should be carried out in a coordinated manner with customs control, if possible, at the same time or with a minimum delay;

(b) Customs authorities can exercise all or part of the control for which these services are responsible on their behalf through clear delegation of authority by other control services. In this case, the relevant services ensure that the customs have the necessary training, information and equipment to carry out the inspections properly.

PARTVIII
DOCUMENTATION AND PROCEDURES
ARTICLE 28
DOCUMENTATION AND PROCEDURES

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

2. Therefore, the Contracting Parties agree to endeavour:

a. limiting the number of documents and reducing procedures and formalities required for transit.

b. to harmonize as far as possible the codes and descriptions of goods commonly used in international trade;

c. consolidate procedures and documents so that there are no redundant requirements for transit;

d. periodically check the necessity and usefulness of all documents and procedures provided for transit traffic;

e. adopting a transit risk management approach to reduce delays;

f. align your documents with the United Nations layout key for business documents.

3. The documents and procedures used by the Contracting Parties during the implementation of this customs transit system are defined in

Protocol III of the Annex to this Agreement on "Customs Control and Transit System".

ARTICLE 29
PUBLICATION OF PROCEDURES AND RULES

The Contracting Parties agree:

- a. notify the other Contracting Party of any requirements or changes in the documents and procedures established in connection with transit traffic;
- b. establish one or more reference points where traders and carriers can obtain specific information on relevant measures affecting transit traffic. In particular, information on customs clearance, as well as certificates and documents necessary to complete customs procedures, should be provided.

PART IX
DUTIES, TAXES, COSTS AND PAYMENT PROCEDURES

ARTICLE 30
CUSTOMS DUTIES AND TAXES

The Contracting Parties agree that customs duties and taxes shall not be levied on goods in transit, regardless of destination and purpose, as set out in Protocol 3 to this Agreement.

ARTICLE 31
TEMPORARY ADMITTANCE OF VEHICLES

The Terms and Conditions of temporary admittance of the vehicles are detailed in Protocol 2 to this Agreement

ARTICLE 32
Service Charges

1. Each Contracting Party may charge the costs normally applicable to all transport within the territory of the Contracting States, including the fees for weighing, scanning and stamping by customs officials, charges for the use of roads, bridges, tunnels and parking, or charges equivalent to the costs. administrative costs caused by transit traffic or by the cost of services.

Subject to the following conditions:

- a) Containers of transit cargo shall be scanned at the office of departure on the basis of selectivity criteria of Risk Management System
- b) The scanning at the office enroute/exit shall be done on the basis of Risk Management System
- c) Weighing takes place at the port of entry and exit.

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

ARTICLE 33
NATIONAL PROCEDURE

The Contracting Parties agree:

a . in the national legislation of their states, the rules and procedures related to the transit system for other carriers of the Contracting Party shall be no less favorable than the rules for its own similar carriers and service providers;

b . any fees, costs or financial obligations related to vehicles and labor incurred for transit operations, related administrative costs or the actual cost of services shall be calculated on the same basis as domestic transport operators.

PARTX
COORDINATION COMMITTEE FOR TRANSIT TRADE
BETWEEN TAJIKISTAN AND PAKISTAN

ARTICLE 34
ESTABLISHMENT OF COORDINATING COMMITTEE ON
TRANSIT TRADE BETWEEN
TAJIKISTAN AND PAKISTAN

1. The Committee for Coordination of Transit Trade between Tajikistan and Pakistan (hereinafter referred to as the "Committee") will be established to monitor, promote and effectively implement this Agreement.

2. The Committee will be headed by the relevant authorities of the Government of the Republic of Tajikistan and the Government of the Islamic Republic of Pakistan.

3. The committee will consist of an equal number of representatives of:

a. Relevant ministries or similar institutions of the Contracting Parties;
b. The private sector, including joint Chambers of Commerce, freight forwarders and shippers;

c. Co-Chairs can choose someone else or, if necessary, invite someone as a special invitee.

4. At the working level, a sub-committee should be established to monitor the implementation of the Committee's decisions and regularly resolve/coordinate its actions to resolve all transit trade issues. The members of the sub-committee from both sides will be from the relevant ministries or similar departments of the Contracting Parties.

The Chairs of the sub-committee will be in regular contact and coordinate the organization of meetings if requested by both parties.

ARTICLE 35
TERMS OF REFERENCE OF THE COMMERCE TRANSIT
COORDINATION COMMITTEE
BETWEEN TAJIKISTAN AND PAKISTAN

1. The Committee shall consider all issues related to transit trade and transport within the framework of this Agreement, and shall, among other things, perform the following tasks:

a. supervise the effective implementation of this Agreement;
b. ensure uniform interpretation and implementation of this Agreement by both Contracting Parties;

c. development of measures to combat/prevent unauthorized trade;
d. control and implementation and effectiveness of measures to prevent unauthorized trade;

- e. settlement of disputes arising in connection with the interpretation or implementation of this Agreement;
 - f. authorize research on issues related to transit trade; or to consider any other issue to ensure the proper functioning of this Agreement;
 - g. propose joint resource mobilization for better transit management.
2. The Committee will submit reports on its meetings to the Tajikistan-Pakistan Joint Working Group on Trade and Economic Issues.
 3. The Committee will meet once in six (6) months in the territory of the States of the Contracting Parties.
 4. At the request of the Contracting Party, the Committee may hold extraordinary meetings.
 5. Decisions of the Committee will be made with mutual consent of both parties. The lead ministries of the Contracting Parties will provide secretarial services.

PART XI
DISPUTE SETTLEMENT AND ARBITRATION MECHANISM
ARTICLE 36

VOLUME OF WORK AND SCOPE OF ACTIVITY

1. Any dispute related to the interpretation or application of this Agreement and its Protocols shall be resolved directly or may be referred to the Amicable Dispute Committee within one hundred and twenty (120) days.
2. Any dispute that cannot be resolved by consultation or mediation by the Committee at the request of any Contracting Party shall be settled by arbitration.
3. Each Party shall, within forty-five (45) days 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 will be the chairman of the arbitral tribunal. Third- arbitrator shall not be national of either Party, shall not have his habitual residence in either Party's country, shall not be employed by either Party, The third arbitrator shall be appointed by the Committee by mutual consent.
4. The arbitrators appointed under this article shall interpret and apply the provisions of this Agreement according to the usual rules of interpretation of public international law.
5. The arbitral tribunal shall determine its rules of procedure, taking into account the WTO Understanding on Dispute Settlement Rules and Procedures.
6. If the Contracting Parties cannot agree on the appointment of an arbitrator or arbitrators within three (3) months after the request for arbitration, one of the Contracting Parties may refer to the Joint Working Group of Tajikistan-Pakistan on Trade and Economy. Cases with a request for the appointment of an arbitrator, who must not be a citizen of any of the Contracting Parties, and the dispute must be referred for resolution.
7. The decision of the arbitrator or arbitrators so appointed shall be final and binding on both Contracting Parties.

8. The arbitrator or arbitrators shall notify both Contracting Parties of the existence and nature of the dispute and the general terms of dispute resolution; Notices in English must be sent within one (1) month of the decision.

9. The costs of arbitration shall be paid by the Contracting Parties in equal shares.

10. Both sides appoint the coordinator of this article. Any request, confirmation, written submission or other document relating to the dispute procedure under this article must be delivered to the Interested Party through its designated focal point.

**PART XII
FINAL TERMS**

**ARTICLE 37
CHANGES AND ADDITIONS**

1. By mutual Agreement, the Contracting Parties may introduce changes and additions to this Agreement, which shall be formalized in separate Protocols and which shall be considered an integral part of this Agreement.

2. Amendments and additions shall enter into force in accordance with the same legal procedure as provided for in part 1 of Article 40.

**ARTICLE 38
EFFECTIVENESS OF APPLICABLE CONTRACTS**

None of the provisions of this Agreement affect the rights and obligations of the Contracting Party arising from existing international Agreements and conventions to which the States of the Contracting Parties are parties.

**ARTICLE 39
GENERAL EXCEPTIONS**

The Contracting Parties shall ensure that no action taken under the Agreement is likely to harm or violate (i) public morals; (ii) life of people, animals and plants; (iii) national treasures; (iv) security of its territory; and (v) any other interests to be resolved by mutual consent.

**PART XIII
GAIN CREDIBILITY**

**Article 40
VALIDITY AND TERMINATION**

1. The Contracting Parties shall notify each other in writing of the completion of their internal legal procedures necessary for the entry into force of this Agreement. This Agreement shall become effective thirty (30) days after receipt of such subsequent notice.

2. This Agreement shall be valid for periods of five (5) years, the Contracting Parties may give notice at least one year prior to the expiration of this Agreement.

In the absence of such notice, this Agreement shall be automatically renewed for a further period of five (5) years, unless either Contracting

Party notifies the other Contracting Party one (1) year in advance of its intention to terminate this Agreement.

**Article 41
PROTOCOLS**

1. The protocols mentioned in this Agreement are an integral part of the Agreement.

2. After the signing of this Agreement and its protocols, if additional changes are required to the existing Agreement and Protocols, or if additional protocols are required, their coordination will not affect the implementation and enforcement of this Agreement and its Protocols in their current form.


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

**ARTICLE 42
ORIGINAL DOCUMENT**

The undersigned, duly authorized by their respective governments, have signed this Agreement.

In two copies _____, _____ day _____
_____ 2022 in the Tajik and English languages, all
texts are equally valid.

In case of conflict in the interpretation of the provisions of this Agreement, the English text shall prevail.


Islamic Republic of Pakistan


Republic of Tajikistan

**INTERNATIONAL TRANSIT TRANSPORT CORRIDORS
AND PORTS/IMPORT/EXIT BORDER PASSING POINTS**

Article 1

Attached content

In accordance with Article 4 of the Agreement, to which this Annex is attached and forms an integral part, the Contracting Parties agree to determine the international transit routes and ports of entry/exit at the border crossing points of their territories and the favorable conditions in accordance with Article 2 for use in connection provide such transportation.

Article 2

Transit transport corridors

Transit transport corridors are routes that are used within its territory for the use of the other Contracting Party for transit transportation, as well as to a third country with whom both contracting parties have Agreement.

Article 3

Identification of transit transport corridors

For transit traffic by rail, road and air transport through the territory of the Islamic Republic of Pakistan and by road, sea, air and rail transport from the territory of the Republic of Tajikistan, the Contracting Parties use the following international transit corridors for entry/exit at seaports, international airports and land border stations are determined by Customs-approved offices for the implementation of the transit customs system, especially the TIR procedure.

PART 1

DETERMINATION OF TRANSIT TRANSPORT CORRIDORS

Article 1

Transit routes from the territory of the Republic of Tajikistan and the territory of the Islamic Republic of Pakistan.

The specified routes (in both directions) for transit through the territory of the Republic of Tajikistan and the territory of the Islamic Republic of Pakistan are as follows:

Input/output port

within the territory of the Islamic Republic of Pakistan

FROM/TO

Within the territory of the Islamic Republic of Pakistan by rail:

- 1 . Port of Karachi / Port of Qasim Azakhel (Torkham)terminal railway
2. Port of Karachi / Port of Qasim Chaman railway terminal.
3. Port of Karachi / Port of Qasim From Quetta to Terminal Taftan railway.

*during operation

FROM/TO

Within the territory of the Islamic Republic of Pakistan by road:

1. Karachi - Hyderabad - Sukkur - Multan - Faisalabad - Pindi Bhattian - Rawalpindi - Jamrud Terminal - Torkham (border crossing with Afghanistan).
2. Karachi - Hyderabad - Rotodero - DG Khan - DI Khan - Kohat - Peshawar - Jamrud Terminal - Torkham.
3. Karachi - Bela - Khuzdar - Kalat - Quetta - Chaman (border crossing with Afghanistan).
4. Karachi / Bandar Qasim - Hyderabad - Rotodero - DG Khan - DI Khan - Kohat - Bannu - Meramshah - Ghulam Khan (border crossing with Afghanistan).
5. Karachi - Hyderabad - Sukkur - Multan - Faisalabad - Pindi Bhattian - Rawalpindi - Nowshehra-Chakdara-Chitral- Garam Chashma-DorahPass(border with Afghanistan/Wakhan).
6. Gwadar - Turbat - Hoshab - Panjgur - Naag - Besima - Sorab - Kalat - Quetta - Chaman.
7. Gwadar - Turbat - Hoshab - Panjgur - Naag - Besima - Khuzdar - Rotodero - D.I. Khan - Kohat - Peshawar - Jamrud Terminal - Torkham.
8. Gwadar - Pasni - Ormara - Lyari - Karachi - Rotodero - D.I. Khan - Kohat - Peshawar - Jamrud Terminal - Torkham.
9. Gwadar - Turbat - Hoshab - Panjgur - Naag - Besima - Khuzdar - Rotodero - D.I. Khan - Kohat - Peshawar - Jamrud Terminal - Torkham.
10. Gwadar - Pasni - Ormara - Lyari - Karachi - Rotodero - D.I. Khan - Kohat - Bannu - Meramshah - Ghulam Khan.
11. Gwadar - Turbat - Hoshab - Panjgur - Naag - Besima - Khuzdar - Rotodero - D.I. Khan - Bannu - Meramshah - Ghulam Khan.
12. Gwadar - Turbat -Hoshab - Panjgur - Naag - Kalat - Quetta - Job - Meram Shah - Ghulam Khan.
13. Gwadar - Turbat - Hoshab - Panjgur - Naag - Besima - Khuzdar - Rotodero - D.I. Khan - Kohat - Peshawar - Chakdara-Chitral- Garam Chashma- DorahPass(border with Afghanistan/Wakhan).
14. (border crossing point with China) Khunjrab - Sost - Chilas - Mansehra - Hassanabdal - Peshawar - Jamrud Terminal - Torkham.
15. Gwadar-Gabd (border crossing point with Iran).
16. Karachi/Bandar Qasim-Lyari-Ormara-Pasni-Gabd;
17. Gwadar-Turbat-Mand (border crossing point with Iran).
18. Karachi/Bandari Qasim-Khuzdar-Dalbandin-Taftan (border crossing point with Iran) .

** Vehicle-to-vehicle transfers are prohibited during transit through Pakistan except at Jamrud, Torkham Azahel and Chaman terminals.

Through the territory of the Republic of Tajikistan by rail:

FROM/TO

FROM/TO

1. Hoshadi Khatlon terminal
2. Pakhtaabad, Dushanbe terminal

3. Spitamen terminal Khujand
4. Istiklal terminal of Khujand

On the territory of the Republic of Tajikistan by road:

1. Border with Afghanistan - Panji Poyan crossing (Khatlon region) - Kulma crossing - Badakhshan highway (Badakhshan province) - Chinese border.
2. Border with Afghanistan - Panji Poyan crossing (Khatlon region) - Ishkoshim crossing - Badakhshan highway (Badakhshan region) - Afghan border.
3. Border with Afghanistan - Panji Poyan crossing (Khatlon region) - Karamik crossing - border with Kyrgyzstan
4. Border with Afghanistan - Panji Poyan crossing (Khatlon region) - Gulistan crossing (Sugd region) - Kyrgyz border
5. Border with Afghanistan - Panji Poyon crossing (Khatlon region) - Patar crossing (Sughd region) - Uzbekistan border
6. Border with Afghanistan - Panji Poyan crossing (Khatlon region) - Fatehabad crossing (Sughd region) - Uzbekistan border
7. Border with Afghanistan - Panji Poyon crossing (Khatlon region) - Sarazm crossing (Sughd region) - Uzbekistan border
8. Border with Afghanistan - Panji Poyon crossing (Khatlon region) - Dosti crossing - border with Uzbekistan
9. Border with Afghanistan - Ishkoshim checkpoint (Badakhshan region) - Karamik checkpoint - Kyrgyz border
10. Border with Afghanistan - Ishkoshim crossing (Badakhshan region) - Gulistan crossing - highway (Sugd province) - Kyrgyzstan border.
11. Border with Afghanistan - Ishkoshim crossing (Badakhshan region) - Dosti crossing - - Uzbekistan border.
12. Border with Afghanistan - Ishkoshim crossing (Badakhshan region) - Patar road crossing (Sughd province) - Uzbekistan border.
13. Afghanistan border - Ishkoshim crossing (Badakhshan region) - Fatehabad crossing - highway (Sughd province) - Uzbekistan border.
14. Afghan border - Ishkoshim crossing (Badakhshan province) - Sarazm crossing - highway (Sughd province) - Uzbekistan border
15. Afghan border - Ishkoshim crossing (Badakhshan province) - Panji Poyan crossing - highway (Khatlon province) - Afghan border.

PART 2
STRUCTURES ON TRANSPORT ROADS
TRANSITS ARE IDENTIFIED

Article 1
Vehicles for road traffic

The Contracting Parties agree to provide, as far as possible, the following facilities for transit traffic, as provided for in Part 1 of Annex 1 of this

Agreement, against the cost of the impact and provisions obtained, as well as the fees for services in accordance with the norms, to use those facilities as local citizens. are taken:

- first medical aid and other assistance in case of accidents;
- repair facilities in case of vehicle breakdown;
- gas stations;
- Postal and telecommunication offices;
- means of loading and unloading;
- warehouses and buildings; and,
- restaurants and stations with residential facilities.

Article 2
Vehicles for railway traffic

The Contracting Parties agree to provide, as far as possible, the following facilities for rail transit traffic at the interchange stations provided for in Part 1 of this Annex, against the cost of the impact and provisions obtained, as well as service fees in accordance with the norms applicable to local citizens in those facilities are used:

- means of loading, unloading, separation of parts (if necessary);
- warehouses and buildings; and
- Type and number of rolling stock in good condition.

Article 3
Maintenance of transit corridors

The Contracting Parties shall take all measures to ensure that the routes within their territory, provided for in this Agreement for transit, are safe, reliable and in good condition, and undertake to carry out repairs so that the routes are operational for such traffic throughout the year. .

Article 4
Protection of interests of transit countries

Contracting Parties may restrict or prohibit transit traffic on certain routes during repairs or when there is a risk to public safety, including traffic safety or a public emergency. Before traffic in transit is restricted or prohibited for reasons other than emergencies, the Contracting Party imposing the restrictions or prohibitions shall notify the competent authorities of the other Contracting Party in advance of the measures.

Article 5
Additional ways

Both Contracting Parties may agree on additional routes from time to time. Goods transported through these routes must be imported at the appropriate customs points designated by each party. The Contracting Parties shall provide adequate transit and other facilities.

APPENDIX 2

LIST OF PROTOCOLS ATTACHED TO THE AGREEMENT

Protocol 1: International carriage of cargo and hand luggage by road in transit

Protocol 2 : Temporary permit for the use of vehicles for commercial purposes

Protocol 3: Customs control and transit system

Protocol 4: Control of precursors and chemicals used in the illegal production of narcotic drugs, their analogues or psychotropic substances.

PROTOCOL 1
INTERNATIONAL TRANSPORT OF CARGO
TRANSIT AND HAND CARGO

Article 1

Application (Request)

According to part IV of the Agreement, the Contracting Parties agree to apply the provisions of this Protocol on the international transportation of goods, which are an integral part of this Agreement.

Article 2

Content of the Protocol

This protocol regulates the technical requirements for road transport and licensing criteria of transport operators for international transport. It consists of three sections: 1) Technical requirements for acceptance of vehicles; 2) licensing criteria for transport operators for international transport; and 3) Regulations on vehicle permits.

Article 3

Concepts

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

Carriers - a legal or natural person responsible for the transportation of goods by rail, road and other modes of transport in accordance with the Agreement between the Contracting Parties directly or using a third party, and by whom or on whose behalf a contract of carriage for hire or reward is concluded has been

Transport Operator (TO) means legal or natural persons engaged in transport, who, according to the national rules of their country, are allowed to carry out international transport operations between the territories of the Contracting Parties or between their own country and to/from a third country through the territory of another Contracting Party;

The maximum permissible weight means the maximum weight of a laden vehicle in accordance with the national legislation of the Contracting Parties;

Quota means the number of road transport permits issued annually by the competent authorities of each Contracting Party, taking into account the need for bilateral and transit transport as provided for in article 11 of this Agreement;

Transport permit is a document issued by a Contracting Party to a motor vehicle for entry and exit or transit through the territory of the Contracting Parties;

Vehicle means any road transport, truck or semi-truck or rail transport;

Weight (load / gross)- represents the weight of the vehicle with cargo and crew

Weight (empty) - refers to the weight of the vehicle without crew or cargo, with a full supply of fuel and equipment that the vehicle normally carries.

PART I :
TECHNICAL REQUIREMENTS FOR
ACCEPTANCE OF VEHICLES

Article 4
Acceptance of means of transport

The Contracting Parties accept vehicles that meet the technical requirements applicable in the other Contracting Party and have a technical document of operation or a relevant document issued by the competent authority of the country of registration.

Article 5
Identification marks

1. For vehicles and equipment in international transport, the following signs must be present:
 - a) name or trademark of the vehicle manufacturer;
 - b) the manufacturer's serial number on the chassis or in the absence of a chassis in the cargo of the vehicle ; and,
 - c) vehicle engine number, if this number is indicated by the manufacturer (not for vehicles).
2. These specific signs must be prominently placed and easily read. In addition, they must be such that they cannot be easily altered or removed.

Article 6
Registration certificate

1. Each vehicle must have a valid registration certificate (i.e., vehicle license) issued by the competent authorities of the country of residence.
2. It should contain the following information:
 - a) serial number, which is considered as a registration number ;
 - b) the date of first registration in a Contracting Party or the year of production of the vehicle;
 - c) name and residential address of the owner of the certificate;
 - d) name or trade mark of the vehicle manufacturer;
 - e) chassis serial number (manufacturer or serial number);
 - f) validity period, if established by the Contracting Parties;and,
 - g) distinctive sign of the country of registration.

Article 7
Registration marks

Every vehicle in international transportation must display its registration number on a special vertical flat plate located at right angles to the front and rear of

the vehicle, legibly at a distance of forty (40) meters. The surface (ground) of the material can be made of reflective material.

Article 8

Special sign of state affiliation

Every vehicle used in international transportation must have a distinguishing mark of the state in which it is registered. The letters should be drawn in black on a white background in the form of an ellipse with a large horizontal axis.

Article 9

Adaptation of vehicles for customs transit

Means of transport intended for the international transportation of goods by road transport in accordance with this Protocol shall be constructed in such a way as to meet the requirements of transportation in customs transit provided for in Part VII "Customs control and other controls" of the Agreement.

Article 10

The final weight of the vehicle

The weight of each vehicle shall not exceed:

- **within the territory of the Islamic Republic of Pakistan :**

2 AXES (Bedford)	17.5 Tons
2 AXLES (HINO/NISSAN)	17.5 Tons
3 AXES (1.22)	27.5 Tons
3 AXES (1.2-2)	29.5 Tons
4 AXES (1.2-22)	39.5 tTons
4 AXES (1.22-2)	39.5 Tons
4 AXES (1.2-2-2)	41.5 Tons
5 AXES(1.2-222)	48.5 Tons
5 AXES (1.22-22)	49.5 Tons
5 AXES (1.22-2-2)	51.5 Tons
5 AXES (1.2-2-22)	51.5 Tons
6 AXES (1.22-222)	58.5 Tons
6 AXES (1.22-2-22)	61.5 Tons

FRONT AXLE= 5.50 tons REAR AXLE = 12.0 Tons

DUAL AXLE = 22 Tons TRIANGLE AXIS a = 32 Tons

- **within the territory of the Republic of Tajikistan**

2 AXES	18 Tons
3 AXES	26 Tons
4 AXES	32 Tons
Auto-train with truck	
3 AXES	28 Tons

4 AXES	40 Tons
5 AXES	40 Tons
6 or more AXLES	44 Tons

Front AXLE = 8.0 Tons Rear AXLE = 10.0 Tons
 Tendum AXLE = 18 Tons Tridem AXLE = 22.5 Tons

Fashion 11
Maximum size of vehicles

The size of vehicles used for the transportation of transit cargo should not exceed:

- within the territory of the Islamic Republic of Pakistan

- width 2.55 m

- depending on the total length,

For vehicles with rigid chassis: 12.0 m

For vehicles: 17.4 m

- height 4.3 m

Inboundaries Republic Tajikistan:

width 2.50 m

- for a refrigerator 2.60 m

- depending on the total length, - 12.0 m

- a vehicle with a trailer - 20.0 m

- height - 4.0 m

Article 12
Ultimate axle load

load on the axle of vehicles used for the transportation of goods in transit should not exceed the following indicators:

Within the territory of the Islamic Republic of Pakistan;

Single axis: 12.0 Tons

Double axis : 22.0 Tons

Triple axis: 31.0 Tons

Front axle : 5.5 Tons

Within the territory of the Republic of Tajikistan;

Single axle: 10.0 tons

Twin axle,

In particular,

- distance between axles from 0.5 to 1.0 m 12 tons
- distance between axles from 1.0 to 1.3 m 14 tons
- distance between axles from 1.3 to 1.8 m 16 tons
- distance between axles more than 1.8 m 18 tons

Triangulated axis,

In particular,

- distance between axles from 0.5 to 1.0 m 16 tons
- the distance between the axles from 1.0 to 1.3 m 18.5 tons
- distance between axles from 1.3 to 1.8 m 20.5 tons
- distance between axles more than 1.8 m 22.5 tons

Article 13

Vehicle tracking system

Cargo transit may be tracked in accordance with the national laws of a Contracting Party.

Article 14

Special permit for exclusive transportation

The Contracting Parties, in accordance with their national laws, may, in exceptional cases, under certain conditions, transport goods within or through the territory of their countries, where the weight or size of the cargo to be transported exceeds the limit, taking into account the norms and dimensions allowed in the territory of their country allow.

PART II:

LICENSE STANDARDS FOR TRANSPORT OPERATORS FOR TRANSPORTATION OF TRANSIT CARGO ON INTERNATIONAL ROADS

Article 15

Licensing of transport operators

1. Transport Operators (TOs), in accordance with their national laws, must obtain a license for international transport operations, provided that they fulfill the minimum conditions set out in this Protocol.

2. If he is not a natural person but a legal entity, or if the owner of the transport company does not fulfill the conditions himself, in this case the person who is responsible for the management of the company must fulfill the conditions .

Article 16

Authority of transport operators

The applicant, in accordance with the national legislation of the Contracting Parties, must provide evidence of competence through general education, passing special examinations or practical professional experience in the following areas:

- a. legal and financial issues;

- b. management of transport operations;
- c. technical regulations; operational dimensions and weight of vehicles, vehicle selection, certification and registration, storage, loading and unloading from the vehicle, transportation of dangerous and perishable goods, principles of environmental protection while driving on the road; and road safety (road rules, road safety, accident prevention and elimination).

PART III RULES RELATING TO VEHICLE PERMIT

Article 17

Obligation to obtain a Vehicle Permit

The transportation of goods in transit through the territory of the Contracting Parties and the entry of vehicles into those territories is carried out in the presence of a vehicle permit.

Article 18

International transportation

1. Transportation of cargo between the states of the Contracting Parties during transit through the territory of their states, as well as to third countries, with the exception of transportation provided for in Article 5 of this Agreement, by vehicles in accordance with the permits issued by the competent authorities of the states of the Contracting Parties.

2. Licenses are divided into the following main types:

a) Permission to transport goods between the states of the Contracting Parties and in transit through their territories;

b) Permission to transport cargo from the territory of another Contracting Party to the territory of a third country and / or from the territory of a third country to the territory of another Contracting Party;

c) In addition to these licenses, the competent authorities of the Contracting Parties may agree on other types of licenses .

Article 19

Exceptions

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

The issue of a vehicle permit

Issuance of a temporary document to vehicles for entry into the country is carried out by the competent authorities of the Contracting Party in accordance with the national legislation of that country.

Article 21

Competent authorities

Authorities responsible for issuing permits for road transport,
in the Republic of Tajikistan: Ministry of Transport
in the Islamic Republic of Pakistan : Directorate General of Transit Trade

Article 22

Validity period of the permit for automobile transportation

1. Vehicle permit is issued for one trip. A single trip permit for road transport is valid for one round trip within the territory of the Contracting Party.
2. The permit for road transport is valid for one vehicle at a time and only for the carrier to whom it was issued; it cannot be transferred to other carriers.

Article 23

Content and form of motor vehicle permit

An example of a motor vehicle permit is given in Appendix I of the Protocol - II.

Article 24

Payment of Vehicle Permit

The competent authorities shall issue free of charge vehicle permits prescribed by this protocol

Article 25

Transportation of dangerous goods

Transportation of dangerous goods is regulated by national legislation. A special permit for the transportation of dangerous goods must be obtained from the relevant authorities of the Contracting Parties.

Article 26
Violations

1. In the event of violation of the provisions of this Protocol on the authorization of road transport within the territory of one of the Contracting Parties, the competent authority of this Contracting Party may, if it deems it necessary, take appropriate measures in accordance with its national legislation and inform the competent authorities of the Contracting Party that the vehicle to report that the vehicle is registered in it.

2. The competent authority receiving such notice shall take appropriate action, either by notifying the vehicle operator who committed the violation, or by suspending or revoking the motor vehicle license. The competent authority that takes such measures shall immediately inform the competent authority of the other Contracting Party about the measures taken.

PROTOCOL 2

TEMPORARY PERMIT OF TRANSPORTATION VEHICLES FOR COMMERCIAL USE

Article 1 Application

According to Part V of the Agreement, the Contracting Parties consider it acceptable for the vehicles of the other Contracting Party to remain temporarily within the territory of their state in connection with the legal activity of the transport, provided that it does not participate in the internal transport activity.

Article 2 Scope of the Protocol

This Protocol will facilitate the temporary entry of commercial motor vehicles between the Contracting Parties on the basis of a motor vehicle permit.

Article 3 Content of the Protocol

This protocol regulates the authorization of motor vehicles covered by the motor vehicle permit. However, duties and taxes on cargo in transit are collected by the owners of the cargo or its authorized representative.

PART I GENERAL PROVISIONS

Article 4 Concepts

For the purposes of this Protocol, and in addition to the definitions included in Part I of the Agreement, the following expressions shall have the meanings assigned to them:

Commercial use means the use of a vehicle for industrial or commercial transportation of goods, with or without payment ;

Temporary importation of vehicles means a customs procedure under which a vehicle registered in one Contracting Party may be imported into another Contracting Party exempt from payment of import duties and taxes under certain conditions before returning to its country. become _

Vehicles means, unless the context otherwise requires, all vehicles and accessories together with the accessories and equipment normally imported with the **vehicle** .

PART II TEMPORARY ADMITTANCE WITHOUT PAYMENT FOR IMPORTS

Article 5 Exemption from import duties and taxes

Subject to re-export and other conditions stipulated in this Protocol:

- a . Each Contracting Party shall permit the entry of vehicles registered in the other Contracting Party without payment of import duties and taxes and without other prohibitions and restrictions;

b. Fueling in ordinary fuel tanks of temporarily imported vehicles is allowed without payment of import duty and import tax and without restrictions or restrictions. However, each Contracting Party may establish the maximum amount of fuel thus imported into the territory of its state in the fuel tanks of temporarily imported vehicles;

c. Accessories, tools and other items that make up the normal equipment of the vehicle, as well as lubricants, maintenance materials and its spare parts in the amount appropriate for the repair of vehicles, are exempted from import duties and taxes.

d. Contracting Parties also allow temporary admission for maintenance and repair of vehicles and spare parts.

Article 6
Personal items

1. Taking into account the conditions established by the Customs Administration, the driver and other crew members of the vehicle are allowed to temporarily import an appropriate amount of personal belongings, taking into account the period of stay in the country of import.

2. Import of goods for personal use (travel products, tobacco, cigarettes, etc.) is allowed without payment of import duties and taxes within the limits of weight (quantity) and value determined by the national laws of the Contracting Parties.

PART III
VEHICLE PERMITS

Article 7
Features related to the vehicle permit

1. The form, design and specifications of the motor vehicle permit are attached to this Protocol (Appendix-A).

2. Vehicle permit must be in English, which does not affect the parallel use of national languages.

3. The declared weight is the net weight of the vehicle. It must be expressed in the metric system.

4. The declared value must be expressed in the currency of the country and the US dollar in which the document is published.

5. The materials and the set of tools that make up the normal equipment of the transport should not be declared separately.

PART IV
CONDITIONS OF TEMPORARY ENTRY

Article 8
Proof of temporary acceptance

Evidence of temporary acceptance of the vehicle shall be based on the possession of the relevant copy of the motor transport permit and confirmation of

entry by the customs authorities of the Contracting Party to the relevant copy of the motor transport permit.

Article 9

Proof of return of the vehicle to the home country

1. The certificate of return of the vehicle to the country of origin must be submitted with the corresponding exit stamp to the Vehicle Permit by the customs authorities of the country into which the vehicle was temporarily imported.

2. Vehicles specified in the Vehicle Permit must be re-exported in the same general condition, except for wear and tear, during the validity of these documents.

In the event of loss of such original copy of the Vehicle Permit with Departure Confirmation, the vehicle operator may provide alternative evidence to satisfy the customs authorities of the Contracting Party that the vehicle has indeed been returned to the country of origin.

Article 10

Exit of a vehicle with a permit

The exit stamp, which is issued on the vehicle permit within the period of permission, is valid for the exit of the motor vehicle.

Article 11

Time limits

Vehicles accepted under this Protocol may remain within the territory of the Contracting Party in accordance with its national regulations.

Article 12

Incidents during transit

1. Loss or destruction of the vehicle during transit. - A temporarily accepted vehicle that has been seriously damaged as a result of an accident is exempted from the obligation to return to the country of manufacture under the following conditions:

a. the vehicle is placed under the appropriate customs regime in accordance with the national regulations of the country of temporary importation; or

b. the vehicle has been destroyed under the customs control of the country of temporary import at the expense of the person who temporarily imported the vehicle and any returned parts on which re-export or import taxes and duties have been paid.

2. Changing the route (or road, route). - In the event that the vehicle operator is forced to abandon the mentioned route due to circumstances beyond his control, he must immediately inform the Customs Authority of the Contracting Party, which will inform all other competent Authorities in order to determine an alternative. .

3. Extension of deadlines:

a. If vehicles cannot leave the territory of the Contracting Party within the

time limit set by national regulations due to force majeure or other reasonable and unexpected reasons, a request for extension of the period of stay shall be made;

b. If the customs authorities of the Contracting Party are satisfied that the departure from the host country within the specified period was prevented by force majeure or other reasonable and unforeseen events, it will grant such an extension.

PART V FINAL RULES

Article 13 Actions against offenders

1. The Contracting Parties have the right to temporarily or permanently exclude from the framework of this Protocol any persons (organizations) who are guilty of serious violations of their laws / customs regulations applicable to the international movement of vehicles.

2. The customs authority of the Contracting Party concerned shall immediately notify the customs authority of the other Contracting Party of this exception.

3. The Contracting Parties have the right to take action against drivers/owners of vehicles and transport operators who violate the provisions of this Agreement in accordance with their national legislation.

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 at the request of one of the Contracting Parties.

APPENDIX A

VEHICLE PERMIT FORM

MINISTRY OF TRANSPORT, REPUBLIC OF TAJIKISTAN
AND DIRECTORATE GENERAL OF TRANSIT TRADE, ISLAMIC
REPUBLIC OF PAKISTAN

Authorization

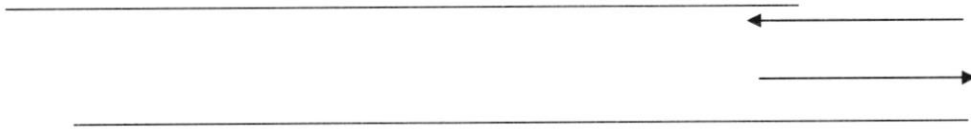
For international cargo transportation by road

According to the Agreement between the Government of the Republic of
Tajikistan and the Government of the Islamic Republic of Pakistan on transit trade

No:

Validity period

_____ between the Islamic Republic of Pakistan and the Republic of Tajikistan_



Bilateral Carriage	Transit route	Third country Carriage
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1. Border crossing point On entry On exit

2. Full name and address of the carrier / transport operator

3. Additional Information	Vehicle	Trailer (semi-trailer)
3.1 Registration number		
3.2 Carrying capacity __		
3.3 Empty weight of the vehicle		

4. *Special notes

5. Place, date of issue, signature and seal

Stamp and Signature

**PROTOCOL 3
CUSTOMS CONTROL AND TRANSIT REGULATION**

Article 1

Request (Application)

According to parts VII and VIII of this Agreement, the Contracting Parties agree to the following customs procedures in order to limit the number of documents, simplify procedures and ensure compliance with customs obligations.

Article 2

Content of the Protocol

This Protocol regulates the customs control of transit traffic between the Contracting Parties. It contains in one paragraph general provisions covering duties and taxes, customs security, sealing of transport and marking of transit routes and customs authorities of each Contracting Party. Other paragraphs describe the formalities to be completed before the customs authorities and the rules of mutual administrative assistance.

PART I

GENERAL PROVISIONS

Article 3

Concepts

For the purposes of this Protocol and in addition to the provisions of Article 1 of the Agreement, the following expressions shall have the meanings assigned to them:

Customs security is a monetary financial guarantee provided by traders or through their authorized brokers for goods in transit is the amount equivalent to import duties and taxes determined by the Contracting Parties;

Customs transit operation means the transportation of goods from the office of departure to the office of destination within the framework of customs transit;

Declarant means any person who submits a declaration for goods or on whose behalf such a declaration is made;

Goods Declaration (GD/EM) for customs transit means a statement in the prescribed form, with which the interested party declares the goods for customs transit and provides information that the customs requires for the declaration on the implementation of customs transit operations;

Office of departure means any customs office where the customs transit operation begins;

Office en route is any customs office through which transit goods undergo customs transit operations;

Office of destination means any customs office where customs transit operations are terminated;

Partial shipment means the transportation of individual vehicles to cross the border, if the load consists of two or more vehicles and some of them are delayed for some reason.

Article 4

Scope of the Protocol

The provisions of this Protocol apply to the transportation of transit goods in transport units:

- a) Dispatched from the territory of a third country and intended for entry into the territory of one Contracting Party through the territory of another Contracting Party;
- b) Goods from one Contracting Party intended for placement in the territory of a third country and passing through the territory of another Contracting Party;
- c) Goods that pass through the territory of the Contracting Parties originating from a third country and sent to a third country.

Article 5

Fees, duties and taxes for temporary admission

The Contracting Parties shall not impose fees, taxes and duties on goods transported through the territory of the Contracting Parties within the scope of customs transit to a third country.

Article 6

Customs points for customs transit

The Contracting Parties may, based on the needs and at the request of the other Contracting Party, for the purposes of this Protocol and in accordance with this Agreement, designate additional customs points, office of departure, office en route or points of destination.

Article 7

Working hours and jurisdiction customs authorities for customs transit

1. For the purposes of this Protocol, the relevant customs authorities also operate on holidays with mutual consent.
2. The Contracting Parties allow their respective customs authorities to carry out customs clearance of all goods in customs transit in accordance with the provisions of this Protocol.

Article 8

Declaration of goods for customs transit

Contracting Parties may jointly use GD/EM forms for customs transit operations under this Protocol.

Article 9

Customs security

1. The Contracting Parties undertake to use and accept as customs security for the fulfillment of any obligations arising from customs transit operations between the Contracting Parties.

2. The amount of customs security for transit operations is determined by customs in such a way as to cover any import charges levied on the goods transported in this way.

3. Persons who regularly carry out customs transit operations have the right to present a revolving guarantee acceptable to customs and valid for at least one year.

4. If the persons provide a revolving guarantee, the customs authorities will require confirmation of the document, which has already been submitted by the guaranteed organization for the customs transit operation, without any doubts about the guarantee.

Article 10

Exemption from physical customs control and escort

1. Exemption from physical control. - Customs authorities should refrain from regular physical inspection of vehicles and cargo en route, unless there is an obvious tampering of the seals or lock of the transport unit or any specific information of the suspect.

2. Exclusive physical customs inspection. - Customs authorities may, except in exceptional circumstances and especially in case of suspicion of violations, carry out physical inspection of cargo on the way.

Article 11

Minimum requirements for customs and sealing stamps

1. Customs seals and fastenings applied during the use of customs seals must meet the minimum requirements of the annex to this Protocol.

2. Customs seals and seals affixed by the customs authorities of other Contracting Parties or third countries and meeting the requirements set out in the Annex to this Protocol may be accepted for the purposes of this Protocol. However, each Contracting Party may freely affix its seal.

3. The contracting parties shall provide each other with samples of customs seals and seals, which they use for customs transit.

Article 12

Sealing of the vehicle

1. The vehicles cargo compartment must be sealed by the customs office of the destination.

2. The customs authorities of the Contracting Party shall accept the customs seals and fastenings of the customs authorities of the other Contracting Party, provided that they are not damaged, but if this is necessary for control purposes, they have the right to use their additional customs seals and fastenings on entry into the territory of their States.

3. If the customs authorities need to remove the seals for the physical inspection of the goods in transit, they must affix new seals and record this action in the transit and internal clearance documents.

4. Oversize and/or bulky cargoes, which, due to their weight, size or nature,

cannot normally be transported in closed road vehicles, may be transported in unsealed vehicles, provided that these goods can be easily identified by the given description (in the packaging) lists, photographs, drawings, etc.) to prevent any replacement or removal of goods.

PART II

Procedures to be completed at the departure office

Article 13

Documentary procedures

1. Documentary procedures for submission of EM are regulated by the national legislation of the Contracting Parties.
2. A list of agreed documents for goods transported under customs transit should be shared between the relevant authorities of the Contracting Parties.
3. The relevant authorities of the Contracting Parties shall notify each other in case of changes in the list of agreed documents

Article 14

Procedures related to customs seals and fastenings

1. In the case of transportation of goods that meet the requirements stipulated in Article 11 of this Protocol, the customs authorities must seal the container or take precautionary measures during the transportation of heavy, fragile and bulky goods.
2. The customs stamp and date of affixing must be duly entered in the EM for goods in transit so that the Office of destination can identify the cargo and detect any unauthorized tampering.
3. In the case of perishable and bulky goods that cannot be effectively sealed, identification must be provided and manipulation easily detected by customs seals and fastenings on individual packages or by placing specific marks through the description of the goods and recording their results in the EC.

Article 15

Additional control measures

Customs authorities can:

- a. Require that goods sent from the territory of another Contracting Party or to be transferred to the territory of a Contracting Party, in exceptional cases, when the goods are valuable and very sensitive, be placed under customs observation/escort;
- b. Time-limit for the presentation of above goods will be prescribed and presented at a specific customs /office as determined by the Contracting Parties.

PART III
PROCEDURES TO BE COMPLETED AT OFFICE EN ROUTE AND
OFFICE OF DESTINATION

Article 16

Procedures at the office enroute (during 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 point 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 has the right to temporarily or permanently exclude from the scope of this Protocol any person who is guilty of a serious offence under the customs laws or the rules of the international movement of goods.

2. This exception is immediately reported to the customs authorities, countries of shipment, destination or transit.

PART IV

MUTUAL ADMINISTRATIVE ASSISTANCE

Article 19

Data sharing

The custom authorities of the Contracting Parties will finalize details for data sharing and EDI mechanism within one year.

Article 20

Liability of the insuring/guaranteeing institution

In case of pilferage, replacement or release of goods in transit without the permission of the customs authorities, the insuring/guaranteeing institution shall be responsible for the payment of import and export duties, taxes, fines and interest in accordance with the provisions of the national laws of the Contracting Parties.

PART V

MISCELLANEOUS INFORMATION

Article 21

Auction of un-cleared goods

1. If an application for transit and customs clearance is not submitted for the goods imported for transit within thirty (30) days after arrival at the port of entry/exit, it will be sent to the importer or his agent at the address indicated on the carrier. If the goods are still in port sixty (60) days after arrival, a final notice must be given to the importer or his agent for clearance, otherwise the goods must be auctioned ninety (90) days after the first notice, unless the delay is related to port authorities.

2. The proceeds of the sale shall be paid to the trader after deducting the costs of the auction, shipping, fees related to the custodian of the goods and any duties and taxes due on such goods.

Article 22

Preference for some goods

The Contracting Parties shall give priority at any customs points during

customs transit operations to cargoes consisting of live animals, perishable goods and other urgent goods for which rapid transportation is required.

Article 23

Dangerous goods

A special permission must be obtained from the relevant authorities of the relevant Contracting Party for the transportation of dangerous goods under customs transit conditions.

Article 24

Accidents

Incidents and other unexpected events on the road that affect customs transit operations are reported and investigated by customs and other competent authorities located closest to the place of the incident or other unexpected 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 / EM have been destroyed or irretrievably lost as a result of an accident or other unforeseen event en route, the payment of duties and taxes which would normally be payable are waived.

Article 26

The customs authorities of the Contracting Parties shall notify each other of any serious inaccuracy in the EC or any other violations related to the customs transit operation, so that the matter can be investigated, any duties and charges may be collected, and any recurrence of the situation may be prevented .

Article 27

Minimum requirements for customs and sealing stamps

1. General requirements for customs and sealing seals:

Customs seals and fastenings together must:

- a. must be strong and stable;
 - b. should be easily and quickly connected;
 - c. should be easily verified and identified;
 - d. must not allow traces to remain without editing or distorting, erasing or removing traces;
 - e. it is forbidden to use more than once;
- or copying or counterfeiting should be as difficult as possible.

2. Physical properties of seals:

- a. The shape and size of the seal must be such that any identifying marks are easy to read;
- b. Each sealing ring shall be suitable for the size of the fastener to be used and shall be positioned so that the fastener is securely held when the seal is closed;
- c. The material used should be strong enough to withstand accidental breakage, premature failure (due to weather conditions, chemical attack, etc.).

3. Identification marks :

Seals or fasteners, as appropriate, should be marked:

- a. indicating the customs stamp using the words "Customs"; and
- b. in such a way that the customs office in which it was stamped or placed under its management can be identified, for example, by the use of code letters or numbers.

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 a year or at the request of the Contracting Party.

Article 29

Provisions depending on the situation and contingency measures

In cases where the transportation of cargo from the port of entry to the port of destination is interrupted due to an accident or force majeure, the carrier must take reasonable measures to prevent the goods from entering unauthorized circulation and immediately notify the nearest customs office or other competent authorities about the nature of the goods, accident or other circumstances that caused the interruption of the trip.

PROTOCOL 4 :

CONTROL OF TRANSACTION OF PRECURSORS AND CHEMICAL SUBSTANCES USED IN THE PRODUCTION OF NARCOTICS, PSYCHOTROPIC SUBSTANCES AND THEIR SIMILAR (ANALOGUES)

Article 1

Application (request)

In accordance with Part VII and Article 26 of this Agreement, the Contracting Parties shall apply the provisions of this Protocol on the control of precursors and chemicals used in the illicit production of narcotic drugs or psychotropic substances. This Protocol is considered an integral part of the Agreement.

Article 2

Content of the Protocol

1. The Protocol provides for measures to strengthen administrative cooperation between the Contracting Parties in order to prevent the diversion of substances often used in the illicit production of narcotic drugs or psychotropic substances, without prejudice to legitimate commercial and industrial interests.

2. The Protocol was developed within the United Nations Convention against Illicit Traffic in Narcotic Drugs and Psychotropic Substances of 1988, hereinafter referred to as the 1988 Convention, as well as drug-related legislation adopted by each Contracting Party.

Article 3

Scope of the Protocol

a) According to regulations Agreement present Parties The covenant to each other help delivered from including:

- b). control of trade between them and the transit of the substances specified in clauses 2 of part 4 in order to prevent their destruction for illegal purposes;
- c). providing administrative assistance to ensure the proper application of its relevant legislation on the control of trade in substances.

1. Without prejudice to possible changes that may be adopted within the framework of the Joint Monitoring Group provided for in Article 11, this Protocol applies to the chemicals listed in the Annexes to the 1988 Convention, hereinafter referred to as "controlled substances".

2. Acetic anhydride is one of the controlled substances, if it is transported in transit, it is reported.

Article 4

Business monitoring

1. The Contracting Parties, on their own initiative, if they believe that controlled substances can be used for the illegal production of narcotic drugs or psychotropic substances, especially when transporting precursors and chemicals in unusual quantities or under unusual conditions, will inform each other in each of their consultations.

2. For controlled substances listed in Annex A (Schedules I and II) of this

Protocol, the importer must obtain a special permit from the Government of the Importing Contracting Party. A copy of the letter of authorization is sent to the Contracting Party through which the goods are to be transited, which must authorize customs clearance upon receipt of the letter of authorization. In the event that a license is not obtained at the time of submission of the EC, the competent authority of the Contracting Party through which the controlled substances are transited shall send a copy of the export license / bill of lading to the competent authority of the Contracting Party and the Declaration of controlled substances is allowed only if the Party The importer has given his consent.

3. The Contracting Parties undertake to provide each other with appropriate answers as soon as possible regarding any information requested under this Protocol.

4. The legitimate interests of the business must be properly followed when implementing the above business control measures. In particular, in the cases provided for in paragraph 2, the response of the Contracting Party shall be submitted within fifteen (15) working days after receiving the notification from the Contracting Party through which the goods are in transit. Refusal to issue an import permit shall be notified in writing to the responsible authority of the Contracting Party through which the controlled substances are transported. In this period, by indicating the reasons for rejection.

5. Since the Contracting Parties have adopted the Advance Export Notification (POS) system, all trade and transit of controlled substances must be based on the POS system, a copy of which must be certified by the competent authority of the importing Contracting Party to the Contracting Party within the territory of the Contracting Party. those controlled substances are delivered via online POS or by other means.

6. Containers containing controlled substances listed in Annex A (Schedules I and II) of Protocol V of this Agreement must undergo a full inspection of high-risk goods.

Article 5

Suspension of delivery

1. Without any implementation of technical coercion measures, delivery shall be suspended if, in the opinion of one of the Contracting Parties, there are reasonable grounds to believe that the controlled substances may be diverted for the illicit production of narcotic drugs or psychotropic substances or, if in the circumstances provided for in Article 4 (2), the importing Contracting Party may request to stop the shipment.

2. The Contracting Parties shall cooperate in providing each other with any information concerning suspected sabotage 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 sharing and privacy

1. Any information transmitted under this Protocol in any form is confidential or restricted depending on the rules of each Contracting Party. And this obligates all to maintain confidentiality and to be protected by similar information in accordance with the relevant legal or regulatory provisions of the Contracting Party that received it.

2. Personal data, which means any data relating to a specific or identifiable person, may be shared only if the Contracting Party is obliged to share this data at least to the extent of the specific case applicable in the Contracting Party. For this purpose, the Contracting Parties shall inform each other of their applicable regulations.

3. The received information will be used only for the purpose of implementing the purpose of this Protocol. If one of the Contracting Parties wishes to use this information for other purposes, it must obtain the written consent of the authority that provided this information. In such event, such use shall be subject to any restrictions imposed by such authorities.

Article 8

Exceptions to the obligation to provide assistance

Assistance may be denied or subject to certain conditions or requirements in cases where assistance:

a) may prejudice the sovereignty of a Contracting Party to which assistance is requested under this Protocol, or

b) may affect public policy, security or other important interests, especially in the cases mentioned in Article 7 (2), or

- c) Violation of industrial, commercial or professional secrets.

Article 9

Technical and scientific cooperation

The Contracting Parties shall cooperate in identifying new methods of change as well as appropriate countermeasures, including technical cooperation, strengthening administrative and law enforcement structures in this area, and facilitating cooperation with business and industry. Such technical cooperation may include training programs and exchange of 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 Tajikistan (Narcotics Control Agency under the President of the Republic of Tajikistan)

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

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 Control of Precursors and Chemicals has been established, in which each Contracting Party will be represented.

2. The Joint Follow-up Committee operates by mutual agreement.

3. The Joint Follow-up Committee will meet every six (6) months, the date, place and agenda of which will be fixed by mutual agreement.

4. Extraordinary meetings of the Joint Follow-up Committee may be convened with the agreement of the Contracting Parties.

Article 12

Role of the Joint Follow-up Committee

1. The Joint Follow-up Committee will administer this Protocol and will ensure its proper implementation and enforcement. For this purpose:

a) study and develop the necessary means to ensure the proper functioning of this Protocol;

b). study and develop measures for technical cooperation referred to in Article 9;

c). explores and develops other possible forms of cooperation in matters related to precursors and chemicals.

2. The joint follow -up committee on ongoing activities recommends to the Contracting Parties:

a. additions to this Protocol;

b. all other measures necessary for the implementation of this Protocol.

Annex A to Protocol 4

United Nations Convention on Illicit Traffic in Narcotic Drugs and Psychotropic Substances (1988).

Substances subject to the measures mentioned 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
- Alpha - Phenylacetoacetonitrile (AFAAN) - (ARFF N)
- 4 -phenethyl - N - phenethylpiperidine (ANFP) – (AH PP)
- N -phenethyl-4-piperidone (NFP) – (N RR)
- Phenyl acetate (phenylacetic acid)
- Ephedra herb – all species containing ephedrine and pseudoephedrine
- 3,4 -methylenedioxyphenyl-2-propanone- methylglycidate
- 3,4 -methylenedioxyphenyl-2-propanone- methylglycidic acid
- Methyl-alpha-phenylacetoacetate (MAFA)
- Alpha-phenylacetoacetamide (AFAA)

Substances subject to the measures mentioned 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