



On approval of the Rules for opening (closing), functioning (operation), categorization, classification, arrangement, as well as requirements for technical equipment, modernization and organization of work of checkpoints, service infrastructure

Unofficial translation

Decree of the Government of the Republic of Kazakhstan dated September 17, 2013 № 977

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Footnote. The Heading as amended by Decree of the Government of the Republic of Kazakhstan dated 05.10.2018 No. 618 (shall be enforced upon expiry of ten calendar days after the day its first official publication).

In accordance with Subparagraph 9) of Article 55 of the Law of the Republic of Kazakhstan dated January 16, 2013 No. 70 “On the State Border of the Republic of Kazakhstan”, the Government of the Republic of Kazakhstan

hereby DECREES AS FOLLOWS:

1. To approve the attached Rules for opening (closing), functioning (operation), categorization, classification, arrangement, as well as requirements for technical equipment, modernization and organization of work of checkpoints, service infrastructure.

Footnote. Paragraph 1 is in the wording of the Decree of the Government of the Republic of Kazakhstan dated 05.10.2018 No. 618 (shall be enforced upon expiry of ten calendar days after the day its first official publication).

2. Recognize as ineffective some of the decisions of the Government of the Republic of Kazakhstan in accordance with the annex to this decree.

3. This decree shall be enforced upon expiry of ten calendar days from the date of the first official publication.

The Prime Minister of the Republic of Kazakhstan

S. Akhmetov

Approved by
Decree of the Government
of the Republic of Kazakhstan
dated September 17, 2013 No. 977

Rules for opening (closing), functioning (operation), categorization, classification, arrangement, as well as requirements for technical equipment, modernization and organization of work of checkpoints, service infrastructure

Footnote. The Heading of the Rules is in the wording of the Decree of the Government of the Republic of Kazakhstan dated 05.10.2018 No. 618 (shall be enforced upon expiry of ten calendar days after the day its first official publication).

1. General Provisions

1. These Rules determine the procedure for opening (closing), functioning (operation), categorization, classification, arrangement, as well as requirements for technical equipment, modernization and organization of work of checkpoints (hereinafter referred to as checkpoints), service infrastructure.

Footnote. Paragraph 1 is in the wording of the Decree of the Government of the Republic of Kazakhstan dated 05.10.2018 No. 618 (shall be enforced upon expiry of ten calendar days after the day its first official publication).

2. In order to ensure compliance with the established procedure for crossing the State border of the Republic of Kazakhstan by persons, moving vehicles, cargo, goods, animals, plant products and other property (hereinafter - vehicles and cargo) through the border, customs, transport, sanitary and quarantine, veterinary, phytosanitary control and other types of control.

Footnote. Paragraph 2 is in the wording of the Decree of the Government of the Republic of Kazakhstan dated 05.10.2018 No. 618 (shall be enforced upon expiry of ten calendar days after the day its first official publication).

2. Checkpoint opening procedure

3. To determine the feasibility of establishing checkpoints, the interested state authority (hereinafter referred to as the initiator) shall send a request to the state control authorities to establish a checkpoint including the following materials:

- 1) information on the planned throughput and the term of opening the checkpoint;
- 2) calculation and justification of the cost of funds for the design, construction and maintenance of checkpoint facilities, as well as their equipment, technical fit-out, creation and development of transport, engineering and social infrastructure necessary for the state control organization;
- 3) the scheme of the territory (water area) where it is planned to place the checkpoint facilities across the State border, necessary for the organization of border, customs and other types of control at the checkpoint across the State border, with the designation of the boundaries of the planned location's zones;
- 4) proposals for the reservation of a land plot on which it is planned to place objects of a checkpoint across the State border;
- 5) consent of the local (regional) executive body to establish a checkpoint on its territory (if he is not an initiator).

4. State control bodies consider the materials submitted to them and within fifteen working days from the date of their submission send their opinion on the feasibility or

absence of the need to open a checkpoint with proposals for its classification and the required number of state control bodies to the initiator.

5. Initiator sends proposals, agreed materials and conclusions of state control bodies to establish checkpoints on the State border of the Republic of Kazakhstan to the Ministry of Investment and Development of the Republic of Kazakhstan.

Footnote. Paragraph 5 is in the wording of the Decree of the Government of the Republic of Kazakhstan dated 05.10.2018 No. 618 (shall be enforced upon expiry of ten calendar days after the day its first official publication).

6. The issue of establishing a checkpoint with a neighboring state is agreed upon by the Ministry of Foreign Affairs of the Republic of Kazakhstan, after which the Ministry of Investment and Development of the Republic of Kazakhstan develops drafts of relevant agreements in the prescribed manner.

The requirements of this paragraph do not apply to legal relations arising when considering the establishment of sea and air (aviation) checkpoints.

Footnote. Paragraph 6 is in the wording of the Decree of the Government of the Republic of Kazakhstan dated 05.10.2018 No. 618 (shall be enforced upon expiry of ten calendar days after the day its first official publication).

7. After concluding an agreement with a neighboring state on opening a checkpoint, the Ministry of Investment and Development of the Republic of Kazakhstan shall submit to the Government of the Republic of Kazakhstan a draft resolution of the Government of the Republic of Kazakhstan on the establishment of a checkpoint with its name and status, as agreed upon in the established procedure with interested state bodies.

Footnote. Paragraph 7 is in the wording of the Decree of the Government of the Republic of Kazakhstan dated 05.10.2018 No. 618 (shall be enforced upon expiry of ten calendar days after the day its first official publication).

8. The decision taken by the Government of the Republic of Kazakhstan to establish a checkpoint is the basis for opening financing for design, construction (reconstruction), equipping facilities and technical fit-out of the checkpoint, creating and developing transport, engineering and social infrastructure for further maintenance, as well as forming subdivisions of state control bodies.

9. After the decision by the Government of the Republic of Kazakhstan on the establishment of a checkpoint, the Ministry of Investment and Development of the Republic of Kazakhstan performs the function of a customer on the basis of proposals from state control authority, provides, in accordance with the legislation of the Republic of Kazakhstan, the design, construction and commissioning of a checkpoint.

Footnote. Paragraph 9 is in the wording of the Decree of the Government of the Republic of Kazakhstan dated 05.10.2018 No. 618 (shall be enforced upon expiry of ten calendar days after the day its first official publication).

10. Checkpoints are designed and built as a single complex, aimed to ensure the intensive passage of traffic, freight and passenger flows through them, as well as the effectiveness of the established types of state control, taking into account the provisions and requirements of these Rules.

11. Based on the results of commissioning facilities at the checkpoint, these facilities are transferred to the balance of state control bodies according to ownership in the manner prescribed by law.

3. Checkpoint closing procedure

12. The checkpoint may be closed temporarily or completely.

13. Temporary closure of the checkpoint is carried out:

1) by decision of the Government of the Republic of Kazakhstan in cases of emergencies, natural disasters, techno-genic situations, the threat of the spread of quarantine and especially dangerous infectious diseases of people, animal diseases included in the list of the International Epizootic Bureau, and/or quarantine pests, plant diseases or weeds, and others that make impossible the implementation of transport links or the functioning of state control authorities, deterioration of the sanitary-epidemiological, phytosanitary situation.

The decision on the temporary closure of the checkpoint indicates the terms and rationale for the suspension of the operation of the checkpoint.

2) in the case when the state control impedes the construction work (reconstruction) at checkpoints and violates the requirements of the legislation of the Republic of Kazakhstan on architectural, urban planning and construction activities;

3) in cases provided by international treaties.

14. Adoption or cancellation of the decision to temporarily close the checkpoint shall be reported to the neighboring state in the manner prescribed by the international treaty, and, if necessary, to other interested states through diplomatic channels.

15. Checkpoint may be closed completely on the basis of:

1) entry into legal force of the international treaties of the Republic of Kazakhstan on the termination of transport communications across the state border;

2) amending the closure of the checkpoint in the relevant international treaty to which the Republic of Kazakhstan shall be a party, or withdrawing the Republic of Kazakhstan from it, on the proposal of interested state bodies of the Republic of Kazakhstan, local executive authorities of the regions on the inappropriateness or impossibility of further functioning of the checkpoint;

3) withdrawal of a state party from the relevant bilateral international treaty to which the Republic of Kazakhstan is a party.

16. Besides, the checkpoint may be closed completely by decision of the Government of the Republic of Kazakhstan on the basis of the agreed conclusion submitted by the state

control authorities on the inappropriateness or impossibility of the functioning of the checkpoint.

17. By a decision of the Government of the Republic of Kazakhstan, appropriate changes shall be made to the approved list of checkpoints. Decision is communicated to the neighboring state through diplomatic channels and, if necessary, to other interested states.

4. The order of functioning (operation) of checkpoints

18. Maintenance (operation) of the infrastructure of the checkpoint shall be assigned to the state authority on whose balance it is located.

19. The procedure for interaction between state bodies of the Republic of Kazakhstan during the control of persons, vehicles and goods when they cross the State Border of the Republic of Kazakhstan at checkpoints is determined by a joint act of state control bodies.

20. At each checkpoint, depending on its features (categorization, classification, development of infrastructure and technical equipment, remoteness from the border line, time of year), on the basis of approved standard schemes for organizing a checkpoint across the State border, they are developed and approved by a joint decision of the heads of state control bodies and transport organizations schemes for organizing the passage through the state border of persons, vehicles and goods.

The general work schedule of the checkpoint (start and end times, technological breaks) is approved by a joint decision of the heads of control bodies in coordination with the administration of transport organizations (heads of the airport, sea or river port, border railway station, station, bus station and other transport enterprises) and is agreed with border representatives of a neighboring state.

Footnote. Paragraph 20 as amended by the Decree of the Government of the Republic of Kazakhstan dated 05.10.2018 No. 618 (shall be enforced upon expiry of ten calendar days after the day its first official publication).

21. When organizing joint control within the framework of existing intergovernmental agreements with neighboring states, the order (sequence) and forms of its implementation are determined by separate protocols developed in accordance with the norms of bilateral intergovernmental agreements.

5. Checkpoint categorization

22. In order to ensure the development of transit and transport potential, the intensity of international traffic, the effective functioning of the checkpoints, the creation of conditions for the development of cross-border cooperation and a reliable level of counteraction to threats to national security, depending on the classification by type of international traffic, status, mode of operation, nature of the traffic, and functioning, the following categories of checkpoints are set:

1) 1st category - the passenger flow intensity of more than 1000 passengers and more than 200 units of vehicles, status - international;

2) 2nd category - the passenger flow intensity of 800-1000 passengers and 180-200 units of vehicles, status - international;

3) 3rd category - the passenger flow intensity of 500-800 passengers and 50-180 units of vehicles, the status is bilateral or international.

Checkpoints of categories 1, 2, 3 shall be established at airports, seaports, railway stations, bus stations and highways with heavy traffic, round-the-clock operation depending on the intensity of passenger and traffic flows.

4) 4th category - the passenger flow intensity of up to 500 passengers and up to 100-150 units of vehicles, the status is bilateral or international;

5) 5th category - passenger flow of up to 300 passengers and up to 100 units of vehicles, the status is bilateral.

Checkpoints of categories 4 and 5 shall be created on highways with daytime operation (during daylight hours) at river checkpoints and have international or two-way status depending on the intensity of passenger and traffic flows.

The categorization of checkpoints shall be taken into account when forming units of state control bodies.

Footnote. Paragraph 22 is in the wording of the Decree of the Government of the Republic of Kazakhstan dated 05.10.2018 No. 618 (shall be enforced upon expiry of ten calendar days after the day its first official publication).

6. Checkpoint classification

23. Checkpoints are classified:

1) by type of international traffic to:

automobile (road);

railway;

sea;

river;

air (aviation);

walking;

mixed;

2) by status:

multilateral (international);

bilateral;

3) according to the operating mode:

daytime (daylight);

round the clock;

4) by the nature of the traffic:

freight;

passenger

freight and passenger;

5) by order of operation:

permanent (working on a regular basis);

seasonal (working on an irregular basis);

temporary.

24. Checkpoints are intended:

1) multilateral - for crossing the State border by persons, regardless of their citizenship (allegiance), including persons without citizenship, as well as moving vehicles, freights, goods and animals through it, regardless of nationality;

2) bilateral - for crossing the State Border only by citizens of the Republic of Kazakhstan and the neighboring state, as well as moving vehicles, freights, goods and animals through it intended for use on the territory of the Republic of Kazakhstan and the neighboring state.

25. Classification of a checkpoint is determined by the international treaty of the Republic of Kazakhstan.

26. Classification of the checkpoint changes if it is changed in an international agreement, after which, if necessary, the checkpoint shall be reconstructed for material and technical re-equipment.

7. Arrangement of checkpoints

27. When designing and constructing checkpoints, their geographical position, terrain, transit and transport potential and the possibility of joint control are taken into account.

28. Determination of the places of buildings and structures at the checkpoint is based on the principles of:

1) sufficiency of staff of state control bodies and ensuring a high degree of control reliability in provision of the state national security;

2) rational use of technical control tools and introduction of new technologies in the procedure of all types of control.

29. Construction projects for checkpoints are coordinated by the state control bodies.

30. The buildings and structures of checkpoints (office premises at airports, seaports, railway stations, bus stations allocated for checkpoints) are required to be provided with material-technical equipment and facilities, the conformity, the nature of the state control and the ongoing processing of passenger documents and vehicles, providing conditions for people crossing the state border, employees of state control bodies.

Footnote. Paragraph 30 is in the wording of the Decree of the Government of the Republic of Kazakhstan dated 05.10.2018 No. 618 (shall be enforced upon expiry of ten calendar days after the day its first official publication).

31. The location of automobile checkpoints shall be determined on the basis of the existing road network. During reconstruction associated with a change in the passage of roads (movement of road routes), the location of checkpoints is specified and agreed with the competent authorities of the neighboring side.

32. Automobile checkpoints are being built in close proximity to the State Border.

Depending on the terrain conditions of the area, checkpoints can be assigned to the required distance from the state border line.

33. Automobile checkpoints are located directly on the roads by expanding the roadway, taking into account the symmetrical location of the expansion and island placement of checkpoint facilities. In this case, conditions shall be created to exclude the detour of checkpoints by vehicles.

34. During the design, it is envisaged to separate the flows of transport and persons into and out by type of vehicles (cars, trucks, buses, pedestrian directions), fencing and lighting of the territory of the checkpoint and places of inspection of vehicles.

35. Checkpoints are designed on the basis of ensuring conditions for the simultaneous servicing of passengers in two directions of travel, while providing for:

1) isolated halls “entry” (appearance, arrival), “exit” (leaving, departure) for passengers in two directions;

2) service rooms for VIPs and a business lounge (CIP), lounges (rooms) for waiting passengers for transit (transfer) service (only for aviation and maritime checkpoints);

3) office premises for placement of state control bodies and places for control;

4) for temporary accommodation of persons who are denied entry to the Republic of Kazakhstan, and detained persons, isolated rooms with sanitary facilities (separate for men and women), showers (separately for men and women), rooms for quick rest.

36. Checkpoints have two functional parts:

1) official - in which all types of control are directly carried out;

2) administrative - which serves to accommodate units of state control bodies and ensure their performance.

Both parts are kept apart (separated) from each other and are used independently.

37. In the case when the administrative building of the checkpoint has several floors, the service part with lounges for processing passengers traveling abroad is located on the floor that is closest to the level of the transport platform (exit from vehicles).

38. The service part shall be divided into two parts according to the directions of movement for entry and exit and includes premises where travelling abroad passengers are registered or serviced.

In each part are provided:

1) lounges for passengers with sanitary conditions for a temporary stay for the period of control (seats, toilet rooms). A room may be provided in the entrance hall to accommodate a consular post of the Ministry of Foreign Affairs of the Republic of Kazakhstan.

2) passport control booths (places for checking passports);

3) a customs control zone with stands to fill out the necessary documentation;

4) a room for conducting a personal search of passengers (for joint use by border and customs control authorities);

5) the venue for other types of control.

Number of rooms and passport control booths shall be determined at the design stage, taking into account the estimated passenger flow and its development prospects.

39. Is excluded by the Decree of the Government of the Republic of Kazakhstan dated 05.10.2018 No. 618 (shall be enforced upon expiry of ten calendar days after the day its first official publication).

40. At checkpoints with intense passenger traffic, it is possible to isolate entrances for passengers and employees of control bodies.

41. The following premises shall be provided at the checkpoint for the placement of state control authorities:

1) working places for state control;

2) office premises of a border authority unit;

3) office premises of a subdivision of state revenue bodies;

4) premises for conducting a personal search of persons;

5) office premises for placement of a sanitary-quarantine point (hereinafter - SQP), a border control veterinary point (hereinafter - BCVP) and a phytosanitary control post (hereinafter - FCP);

6) special premises of SQP, BCVP, FCP and transport control post;

7) laboratories and isolators of SQP, BCVP, FCP;

8) a hall for official meetings;

9) storage facilities for weapons;

10) premises for hosting server, communication nodes;

11) premises for eating and resting;

12) sanitary facilities, showers (separately - male and female);

13) premises (crates) for keeping service dogs;

14) premises for the power supply system and backup power supply.

Footnote. Paragraph 41 as amended by the Decree of the Government of the Republic of Kazakhstan dated 04.23.2015 No. 258 (shall be enforced upon expiry of ten calendar days after the day its first official publication).

42. The number of premises for each of the services, their area and the availability of special requirements are agreed at the design stage with the relevant state control bodies.

43. The parking lots of vehicles traveling overseas at aviation, sea and railway checkpoints shall be established by orders of the heads of the respective transport organizations in agreement with the border control units and customs authorities that control these checkpoints.

At the railway checkpoints, dead-ends are established for parking of railway cars and container platforms for additional inspection by border control and customs authorities.

44. In order to exclude access of unauthorized persons to places of registration of vehicles of foreign passage, parking lots are equipped with a fence. At the same time, at the inspection sites, entrances and exits, overload places and pavilions for in-depth inspection of vehicles, lighting is provided with maximum intensity.

45. Inspection sites for vehicles are located in such a way that all types of control are carried out directly in the traffic lanes, and if necessary, special controls provide the possibility of removing the vehicle from the general flow.

46. Based on the traffic intensity, vehicle registration areas should have the necessary number of control sections designed to service one or more types of vehicles. Each control section consists of one guide island with two control lanes on both sides. On the guide island there are special control pavilions of state control bodies.

47. The width of the guide islands is at least 3 meters and is done in the form of sidewalks along the entire length of the control lanes separated from them by visible borders at least 0.12 - 0.15 meters high.

48. The width of the control lanes is determined on the basis of the type of vehicles for which they are intended to move:

- 1) cars - 3 - 3.5 meters;
- 2) trucks and buses - 3.5 meters.

49. Taking into account the transportation of oversized and special cargoes, the outer lanes are provided for 4.5 meters wide for each direction.

50. The number of control sections and lanes is determined depending on the intended traffic.

51. Control pavilions are located on both sides of the guide islands to ensure simultaneous monitoring of vehicles. They provide separate premises for employees of state control authorities.

52. Vehicle registration areas are equipped with a canopy to protect against atmospheric precipitation.

To ensure the passage of oversized cargo, it is necessary to leave the outer lane open.

53. At the checkpoints on the external border of the Customs Union, before entering the inspection site, a transport control post is equipped with weighing equipment and other devices for measuring dimensions.

54. The road communication system at checkpoints is being built taking into account the prospects for the development of a checkpoint and ensuring that the maximum number of

vehicles is allowed at peak hours, taking into account the possibility of changing the direction of movement of vehicles.

55. The carriageways are of sufficient width and provide conditions for the realignment of vehicles before entering the territory of a checkpoint.

56. In the area of checkpoints, effective traffic control is provided through the use of horizontal markings, vertical road signs, traffic lights and other signs.

57. Service objects (food points, bank terminals, currency exchange points, post offices, duty-free shops) are located at checkpoints in compliance with the requirements of the legislation of the Republic of Kazakhstan on issues of regime at checkpoints and customs regime.

58. In order to ensure safety and traffic control at the checkpoints, a system of special obstacles, barriers and other devices is created, which are activated from the control desk of the border control unit. This system is designed to prevent the possibility of unauthorized departure of a vehicle beyond the border crossing point without passing the appropriate types of control.

Depending on the functional purpose, barriers are safety and working. Safety barriers shall be used to block movement at the entrances and exits to the restricted area of checkpoints. Working barriers shall be used to control traffic in the control lanes on the inspection platforms of vehicles. Their dimensions and design are determined in accordance with the width of the carriageway or the lane that they overlap. Barriers shall be equipped with a remote control device from the administrative building and control pavilions of the border service.

59. The above requirements are implemented at the design and construction stage.

8. Requirements for technical fit-out and modernization of checkpoints

Footnote. The Heading of Section 8 is in the wording of the Decree of the Government of the Republic of Kazakhstan dated 05.10.2018 No. 618 (shall be enforced upon expiry of ten calendar days after the day its first official publication).

60. Requirements for the technical fit-out of checkpoints are intended to improve them in connection with the development of transit and transport potential, expansion, modernization, reconstruction of international routes.

61. To carry out the established types of control at checkpoints, the following systems are created:

- 1) passport control;
- 2) non-contact measurement of body temperature of persons;
- 3) inspection (search) of baggage and hand luggage;
- 4) inspection (search) of vehicles and goods;
- 5) electronic accounting of vehicles;

6) automatic (lane) determination of weight parameters and overall dimensions of vehicles;

7) radiation control;

8) detection of weapons, drugs and other goods prohibited from importation, exportation;

9) communication;

10) television (video) surveillance;

11) fire alarm;

12) engineering security equipment, access control and burglar alarm;

13) integrated information system;

14) collection and disposal of biological waste;

15) cleaning and disinfection of vehicles;

16) disinfection of quarantine products;

17) clock system;

18) backup power supply.

62. The list and composition of the systems is determined at the design stage for each checkpoint, taking into account:

1) type of transport communication (automobile, aviation, railway, sea, river (lake), pedestrian, mixed);

2) technological scheme of the organization of the admission of persons, vehicles, cargoes and goods;

3) throughput capability (traffic intensity of persons, vehicles per day, hour);

4) separation of the flows of transport and persons into entry and exit;

5) types of vehicles (cars, freight vehicles, buses, sea vessels, aircraft, passenger trains, railway freight trains, pedestrian directions);

6) established regime at the checkpoint;

7) territory and the number of places for inspection (search) of persons, vehicles, cargoes and goods.

The list and composition of the systems are agreed with the interested state bodies.

63. The passport control system is designed for officials of the Frontier Service of the National Security Committee of the Republic of Kazakhstan to carry out established procedures to verify the adequacy of the grounds for people to cross the State border and is based on the use of technical means to verify documents integrated into the Berkut Unified Information System and document authentication devices, auxiliary equipment (fingerprint scanners, spectral luminescent magnifiers), special software and hardware for border control.

During the construction of the system, the following is provided:

1) the ability to modify devices, equipment for the automatic processing of passports and other documents for the right to cross the State border, including with biometric parameters (devices for reading information from magnetic strips of documents, identification by fingerprint, iris, image of the face of the owner of the document);

2) automatic and manual input of information, the formation of databases from national and foreign passport/visa documents using software and hardware for reading graphic information, a machine-readable zone, a bar code and microcircuits placed in passport and visa documents;

3) verification of passport and visa documents for compliance with current samples, their validity and the limits of issued passport and visa documents;

4) check on the checklists of attributes of passport and visa documents;

5) ensuring information security;

6) generation of statistical reports on the results of border control for undefined time intervals.

64. The non-contact temperature measurement system is designed for remote detection of persons with elevated body temperature.

The number of devices for the remote detection of persons with elevated body temperature is determined by the density of passenger flows and the technical characteristics of the equipment.

65. The system of inspection (search) of baggage and hand luggage of passengers and maintenance personnel of vehicles is designed to check them in order to prevent the moving of prohibited (restricted) goods and is equipped with X-ray television and other special equipment.

Inspection (search) of baggage and hand luggage of passengers traveling abroad is carried out by customs officers using fluoroscopic and other equipment.

66. The system of inspection (search) of vehicles and goods moving across the State border is designed to check them with the aim of detecting goods prohibited (restricted) from moving across the State border, and includes means of technical control of various modifications that allow detecting goods prohibited from moving through State border.

For inspection (search) of vehicles, cargoes and goods, various modifications of devices are used, the basis of which is used advanced technologies to detect objects and materials prohibited from importing (exporting) to (from) the Republic of Kazakhstan.

67. The electronic vehicle registration system is installed at automobile checkpoints and ensures the reading of state registration numbers, retention, maintenance of a database of state registration plates of vehicles crossing the state border.

68. The system of automatic (axial) determination of the weight parameters and overall dimensions of vehicles is installed on the external border of the Customs Union and allows automatic determination of the weight and overall parameters of vehicles.

69. The radiation monitoring system consists of stationary equipment and / or portable equipment that can detect sources of ionizing radiation, determine the excess of the level of natural radiation background and identify discovered sources of ionizing radiation.

70. The detection system for weapons, narcotic drugs and other items, materials, goods prohibited (restricted) for moving is intended for joint use by border and customs authorities

and is created on the basis of stationary metal detectors and fluoroscopic installations, and other technical means.

At checkpoints at airports, sea and river ports, border railway stations, this system integrates with transport safety systems.

71. A communication system, including telecommunication infrastructure, ensures interaction between state control bodies within a checkpoint, as well as uninterrupted stable communication between control bodies with interacting structures and higher governing bodies.

The internal telephone communication system is being built on the basis of automatic telephone exchanges, director communication switches with a capacity of up to fifty subscribers (depending on the number of passport control booths, control pavilions of vehicles, office premises).

The necessary number of telephones with access to domestic, long-distance and international communications and the Internet is installed in the office premises of departments of state control bodies.

At checkpoints, it is possible to bind communication centers to communication centers of higher connection levels of the relevant departments.

The ultra-short-wave radio communication system is being built on the basis of stationary and portable radio stations.

72. The television video surveillance system is designed to provide visual control by border and customs authorities of the objects (territories) of the checkpoint using electronic technical means.

The system shall be created using television systems of various types and provides the ability to monitor the objects (territory) of the checkpoint in real time with data storage.

State control bodies at the checkpoint have the ability to use separate video surveillance systems or one joint system.

TV cameras of the system shall be located in the building, at the inspection sites of vehicles, as well as around the perimeter of the checkpoint, while some of them are installed in a demonstrative or secretive manner.

73. Checkpoint fire alarm system - a set of fire alarm and fire extinguishing systems mounted at checkpoint facilities and monitored from a common fire station, which provides automatic fire detection, processing, and transmission of a fire notification in the specified form within the time required to turn on fire warning systems and fire extinguishing installations in order to organize the elimination of the fire and the safe (taking into account the permissible fire risk) evacuation of people at a specific checkpoint.

The alarm system is equipped with stationary equipment that allows you to connect to it the required number of smoke, temperature sensors installed in all rooms and structures of the checkpoint.

74. The system of engineering security means, access control and burglar alarm is equipped with the use of jointly operating technical security means, united by a system of engineering networks and communications, and is designed to detect unauthorized entry (attempted entry) into the territory and into the regime zones of the checkpoint, collection, processing and presentation in a given form of information to the operator console.

A room access control system is created using magnetic (electronic) card readers.

At the aviation checkpoints, the administrators of this access system are units of the aviation security service, and in the rest, units of the Border Service of the National Security Committee of the Republic of Kazakhstan.

75. The integrated information system of the checkpoint is created in accordance with the Concept for the formation of the Integrated Information System of Foreign and Mutual Trade of the Customs Union approved by the decision of the Interstate Council of the Eurasian Economic Community of November 19, 2010 No. 60.

76. The system of collection and disposal of biological waste is installed on the external border of the Customs Union and provides for the collection, temporary storage (transportation, if necessary, to the place of disposal) and the destruction of goods of animal and plant origin identified in hand luggage, baggage of individuals, legal entities and mail.

77. The system for cleaning and disinfection of vehicles is equipped at checkpoints and consists of technical means providing mechanical cleaning, washing and disinfection of vehicles.

78. The system for the disinfection of quarantine products consists of technical equipment and facilities that ensure the disinfection of imported products through quarantine points from quarantine objects (quarantine harmful organisms).

79. The clock system is designed to create a single synchronized network of accurate time and provide an indication of the current time signals in buildings, premises and other objects of the checkpoint.

80. The backup power supply system is designed to provide buildings, premises, structures, equipment of a checkpoint, technical control means with power during an emergency shutdown of the power supply system and is created using alternative power sources, while railway and automobile checkpoints of categories 1 and 2 are provided with uninterrupted power supply.

9. Checkpoint organization requirements

81. Accommodation at checkpoints of units of state control bodies that are not involved in the passage through the State border of persons, vehicles and goods is not allowed.

82. At the railway checkpoints, all types of control are carried out directly in the vehicle, both while it is parked at the border railway station, and while driving from (to) the State

Border line or in special pavilions in the building of the railway station, as well as train station platform.

Schemes for organizing the passage through the state border of persons, vehicles, cargoes and goods for railway checkpoints are developed taking into account the timetable, in which the state control authority in the field of railway transport provides for train stops at stations defined as checkpoints for the time required for carrying out all types of control.

Reducing the time for control is not allowed.

83. At railway checkpoints located on sections of railways operated by foreign transport companies, but located on the territory of the Republic of Kazakhstan and not having the appropriate infrastructure, temporarily until conditions are created, passenger trains can be controlled along the route from railway stations where a border guard was boarded to a checkpoint, either to the State border line and vice versa, or while passenger trains were parked in checkpoints and other stations where there is a border control unit.

84. Control in respect of foreign trains traveling from the territory of the Russian Federation to the territory of the Russian Federation in transit through the territory of Kazakhstan is carried out only in relation to persons who made a landing (de-boarding) in the territory of the Republic of Kazakhstan.

85. Control of trains within the republican passage in transit through the territory of the Russian Federation is carried out only in relation to persons making boarding (de-boarding) in the territory of the Russian Federation.

86. The control of persons traveling by international passenger trains and repeatedly crossing the Kazakh-Russian State border at checkpoints on the territory of the Republic of Kazakhstan is carried out, as a rule, once.

In the event that a person begins his trip from the territory of the Republic of Kazakhstan or a neighboring state and has not previously been controlled with respect to him, he is carried out at the first checkpoint on the territory of the Republic of Kazakhstan.

The requirements of this paragraph shall not apply to persons traveling by trains referred to in paragraphs 85, 86.

10. Service infrastructure

Footnote. The Rules are supplemented by Section 10 in accordance with the Decree of the Government of the Republic of Kazakhstan dated 05.10.2018 No. 618 (shall be enforced upon expiry of ten calendar days after the day its first official publication).

87. For the convenience of persons crossing the state border, the following service infrastructure may additionally be located at checkpoints outside the border zones of customs control:

- 1) currency exchange points;
- 2) cafes (buffets);

- 3) offices of various tourism, transport, insurance and other organizations;
- 4) post office, call center;
- 5) branches of second-tier banks;
- 6) first-aid post with an insulator;
- 7) international transport and logistics center.

Opening (closing) and organization of the work of the service infrastructure must be coordinated with the territorial divisions of state revenue bodies and the border service.

Appendix to
the Decree of the government of the
Republic of Kazakhstan
No. 977 dated September 17, 2013

The list of some decisions of the Government of the Republic of Kazakhstan become invalid

1. Decree of the Government of the Republic of Kazakhstan dated December 13, 2005 No . 1240 “On certain issues of functioning of checkpoints across the State Border of the Republic of Kazakhstan”.

2. Decree of the Government of the Republic of Kazakhstan dated August 17, 2006 No. 774 “On amendments to some decisions of the Government of the Republic of Kazakhstan” (Collected Acts of the President and the Government of the Republic of Kazakhstan, 2006, No . 30, Art. 327).

3. Decree of the Government of the Republic of Kazakhstan dated December 29, 2007 No . 1373 “On amendments to the Decree of the Government of the Republic of Kazakhstan dated December 13, 2005 No. 1240”.

4. Decree of the Government of the Republic of Kazakhstan dated April 26, 2012 No. 533 “On amendments to the decree of the Government of the Republic of Kazakhstan dated December 13, 2005 No. 1240 “On some issues of functioning of checkpoints across the State Border of the Republic of Kazakhstan” (Collected Acts of the President and the Government of the Republic of Kazakhstan, 2012, No. 46, Art.617).

5. Subparagraph 1) of Paragraph 2 of the Decree of the Government of the Republic of Kazakhstan dated May 29, 2013 No. 534 “On some issues of developing the export of liquefied petroleum gas by sea and making amendments and additions to some decisions of the Government of the Republic of Kazakhstan”.