

THE CRIME OF THEFT COMMITTED AT INTERNATIONAL TRANSPORT FACILITIES: LEGAL ANALYSIS AND SYSTEMATIC APPROACH

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Abstract

This scientific thesis analyzes the legal foundations of theft crimes committed at international transport facilities, the criminal-legal nature of such offenses, national and international legal approaches, as well as modern methods and tools used to prevent and combat these crimes. The thesis highlights the threats that crimes in the international transport system pose to both security and the economy and presents practical recommendations for addressing existing problems.

Keywords: international transport, theft, crime, security, transnational crime, criminal liability, Interpol, criminalistic analysis.

INTRODUCTION

The rapid development of globalization and logistics networks has significantly increased the importance of international transport facilities. Every day, millions of goods and passengers are transported via these facilities, which inevitably raises serious security concerns, especially in relation to theft crimes. Theft in the international transport system not only causes economic damage but can also undermine mutual trust between countries. Therefore, it is essential to systematically study these crimes, improve the legal framework, and strengthen international cooperation.

1.1. General Legal Description of the Crime of Theft. Article 169 of the Criminal Code of the Republic of Uzbekistan defines theft as the covert misappropriation of another's property. When such crimes are committed at international transport facilities, they often present particular complexities and are characterized by the following features:

- The crime has a transnational nature;
- Perpetrators often act in organized groups;
- Theft usually involves large amounts of property;
- Legal discrepancies between countries can create opportunities for criminals.

1.2. International Status of Transport Facilities and Their Legal Protection

International transport vehicles such as aircraft, maritime vessels, container carriers, and rail transport possess a special status under international legal norms. The **Montreal Convention (1999)** and the **rules of the International Civil Aviation Organization (ICAO)**, along with conventions adopted by the **International Maritime Organization (IMO)**, provide for the legal protection of such facilities. These legal instruments aim to strengthen international efforts to combat crimes.

2.1. Common Types of Theft at International Transport Facilities. The most frequent methods of theft in the context of international transport include:

- Opening cargo containers and secretly removing goods;
- Forging documents to illegally remove goods;
- Stealing passengers' belongings on international trains or buses;
- Committing theft in collusion with airport, railway, or port staff.

2.2. Transnational Nature of Crimes. Theft crimes committed in international transport often occur across the territories of several countries. For instance, cargo may be loaded in one country, pass through another in transit, and be delivered in a third country. In such cases, it may remain unclear in which country the crime was committed and who holds jurisdiction. This situation necessitates coordination and harmonization of international cooperation and legal mechanisms.

3.1. International Legal Foundations. The following key international documents play an important role in combating crimes in international transport:

- Montreal Convention (1999);
- Vienna Convention (1982);
- United Nations Convention against Transnational Organized Crime (2000);
- Interpol's special recommendations on transport security.

3.2. Legislation of the Republic of Uzbekistan. Uzbekistan has adopted several regulatory and legal acts to prevent and combat crimes in transport:

- The Criminal Code of the Republic of Uzbekistan, especially Article 169 (theft) and Article 228 (forgery of documents);
- Law "On Transport" (1999);
- Law "On Public Safety."

However, the absence of specific legal norms addressing international crimes in the current legislation creates difficulties in investigation and prosecution.

4.1. Best Practices in Developed Countries. Germany, the United States, Japan, and China use the following measures to combat theft in international transport:

- Automated surveillance systems (GPS, RFID);

- Real-time cargo movement monitoring;
- Mandatory safety certification for transport personnel;
- Special mobile inspection units.

4.2. Recommendations for Uzbekistan

1. Certify companies involved in international cargo transport;
2. Implement modern surveillance systems at transport facilities;
3. Introduce legal norms into national legislation specifically addressing crimes in international transport;
4. Establish a real-time data exchange system with Interpol and other international organizations;
5. Strengthen data integration between judicial authorities and customs services.

CONCLUSION

Theft crimes committed at international transport facilities pose not only economic threats but also geopolitical risks. A systematic analysis of such crimes, the use of modern technologies in combating them, and the enhancement of international cooperation can ensure effective control. For Uzbekistan, it is crucial to study international experience, harmonize legislation, and enhance the capabilities of investigative authorities in the fight against these crimes.

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