

Lecture 12. Problems of logistics development in customs (on the example of the Customs Union).

The goal of lecture is concept customs logistics, logistic function of customs, analysis of the customs control process and the main problems of custom declaration.

The main objective of lecture:

1. CL in Kazakhstan.
2. Logistic function of customs.
3. EAEU.
4. Analysis of the customs control process.
5. The main problems of custom declaration.

Customs logistics is a new direction of logistics that combines two different, but different areas of activity: customs and logistics. Customs logistics is one of the fastest growing applied areas of logistics. This direction includes two interconnected areas of activity: customs and logistics. The development of logistics is driven by the need to increase business profitability. Producers of goods and services are trying to reduce production costs to improve the competitiveness of their products. The most effective way to achieve this goal, to reduce costs along the entire chain of commodity flows, is logistics, including customs. The purpose of customs logistics is to ensure the economic security of the state in the context of globalization when moving goods across the customs border. Currently, there are many companies offering transport and logistics services, a larger cluster of which is occupied by companies with state capital.

The direction of application of the logistic approach is especially relevant in the implementation of foreign economic activity at the present stage. First, there is a direct correlation with the expansion of foreign economic relations of the state. Secondly, the opportunities of foreign economic activity participants to ensure cost-effective cooperation, as well as the initiative of intermediary structures, have increased. The basis of customs logistics is the organization of the transportation process, including the restrictions caused by the placement under certain procedures. Logistics must ensure the coordinated movement of commodity and financial flows, as well as the optimization of this process.

The purpose of customs activities is to ensure the security of the state in conditions globalization of the world economy, and logistics – in defining the principles of integrated management foreign trade process in world trade.

1. CL in Kazakhstan.

Logistics determines the directions of Kazakhstan's integration into the world transport and logistics system, and customs activities are aimed at ensuring the economic security of Kazakhstan in the context of the globalization of the world economy. Customs logistics with its object-subject field has foreign trade flows during their crossing the customs border of the country and their customs processing. The logistic function of customs activities occupies an important place

along with the tariff and regulatory information and analytical, checkpoint and financial and economic, integrating them.

2. The logistic function of customs covers two components:

- 1) logistics of the process of customs processing of goods;
- 2) customs activities of transport and logistics companies - both foreign that operate in Kazakhstan and Kazakhstani.

The first direction is based on the analysis of customs and logistics flows, that is, integrated logistics (commodity, information and financial) flows associated with the crossing of the customs border of Kazakhstan by foreign trade flows and the collection of relevant customs duties and payments. The basis of customs and logistics flows is foreign trade flows, which are of a cross-border nature. They include input (import) and output (export) stream types.

The advantageous geographical position of Kazakhstan - a country located in the center of the Eurasian continent at the borders between Europe and Asia, gives the republic a unique opportunity to create effective direct transit corridors between the Asian subcontinent, the Asia-Pacific region and Europe. The transformation of Kazakhstan into the largest transit power in Eurasia is the basis of the state transport policy and one of the priorities of the Government's economic program. Indeed, the emphasis on the development of transport and logistics potential in the country of Kazakhstan is placed purposefully and at the highest level. Logistics plays an increasing role in modern business. It is no exaggeration to say that any production and trading activity is the essence of the movement of raw materials through logistic channels from the source to the end consumer, during which the raw material undergoes some processing.

In an effort to build a logistics chain, many companies are trying to adopt the advanced experience of Western logistics, more successful companies. But not everyone realizes that products that have to be moved from producer to consumer play an important role in building the entire logistics chain. Therefore, it is required to take measures to resume import substitution of goods for consumers of the Republic of Kazakhstan, to create opportunities for the supply of these goods to other members of the Customs Union.

Maybe it is worth helping our producers of the necessary goods in various ways to create the production of import-substituting goods in the Republic of Kazakhstan and their promotion to the west throughout the territory of the Customs Union. It can help logistics centers get on their feet by freeing them from taxes for another three years and subsidizing them from oil revenues. As a result, we would get modern and decent logistics centers.

The logistics market is developed to the extent that trade and trade relations are developed today. Everything that is currently used in world trade is also used in the Republic of Kazakhstan. To a greater extent, it is necessary to talk about the stage of formation of the logistics infrastructure in our country. However, due to its geographic location, the country has certain logistical features and advantages.

Transport corridors pass through the territory of Kazakhstan, so it is profitable for us to develop transit potential. At the same time, additional logistics directions

can be developed around transit. By the way, the experience of using such complex systems in economically developed countries shows that transportation costs are reduced by 7-20%, the costs of loading and unloading operations and storage of material resources and finished products - by 15-30%, total costs - by 12- 35%

The logistics function of customs covers the following objects:

Logistics of the customs processing process cargo, which provides for the analysis of customs and logistics flows, which includes the integration of commodity, financial and information flows associated with crossing the customs border and collecting relevant customs fees and charges. The basis of customs and logistics flows are foreign trade flows, which include input (that is, import) and output (export) types of flows.

Activities of logistics operators and customs activities of subjects of foreign economic activities. The functions of transport and logistics organizations in relation to customs are that their activities are related to crossing the customs border and performing export-import operations.

3. EAEU.

If we talk about the EAEU, then its scale is such that without a sufficiently high level of development of logistics sector every action of the government of the state - a member of the EAEU or a private entrepreneur will be extremely expensive. Development of transport routes in the required volume should be built with the obligatory partnership between the state and the private sector, because without this, it is almost impossible to implement large transport investment projects.

Since the logistics decisions involve manufacturers and suppliers of goods, transport structures, consumers and the state, then the key problems that arise in the implementation of foreign economic activity are individual.

In accordance with the draft Customs Code EAEU customs infrastructure is a set of places of movement of goods across the customs border, temporary storage warehouses, bonded warehouses, free warehouses, duty-free shops, and also administrative buildings and premises, technical means of customs and other types of control, engineering, information, telecommunication systems and means of their support, social facilities intended to ensure activities customs authorities and institutions of the Member States EAEU.

Since the load on all the listed objects is today is unevenly distributed, then the primary goal of the EAEU member states becomes activities to harmonize the customs infrastructure of the EAEU, optimize equipment and maintain the operability of infrastructure elements, generate coordinated policy of applying elements of the customs and logistics infrastructure, increasing the efficiency of customs control while reducing the time spent by participants in foreign economic activity.

According to statistics of the last few years, flows foreign trade between the EAEU and China is increasing from of the year. Presumably by 2025, the share of transit traffic by rail will increase by 10 once. In these conditions, it is simply

necessary to think not only about reconstruction, but also about the creation of new objects infrastructure, as well as the creation of a single logistics space for the EAEU.

Obstacle to integration transport and logistics systems of the member states The EAEU is a persisting licensing system for international transport within the territory of the EAEU, which severely limits the possibilities road carriers of Belarus and Kazakhstan. Restrain transit opportunities of the EAEU bureaucratic inconsistency in the escort of goods, as well as the duration of customs clearance of goods at the border and because of this, long queues.

4. ANALYSIS OF THE CUSTOMS CONTROL PROCESS USING A RISK MANAGEMENT SYSTEM IN THE CONDITIONS OF THE EAEU EXPANSION

The peculiarity of the regulatory framework governing the RMS, specificity economic development, the volume of commodity flow determined the differences in the functioning of the RMS in each of the EAEU member states.

In the application of RMS, one can single out the problem of a regulatory nature. Imperfection of the regulatory framework, which is overloaded with unnecessary provisions. Lack of a clearly defined mechanism for the activities of everyone department and the performer working in it. It is from this factor that depend on the speed of customs operations during customs control.

These contradictions can be resolved through the systematic joint work of countries within the EAEU through:

1. Functioning of the working group on the development of the risk management system in the customs services of the EAEU member states.
2. Constant exchange of information and information by countries for the purposes of the RMS.

In the context of the functioning of the EAEU, the main strategic goal of the customs services of the EAEU member states in terms of facilitating international trade is to ensure security and high-quality provision of public services in the field of customs to participants in foreign economic activity (foreign economic activity)

When goods are imported into the territory of the EAEU, customs control begins at the checkpoint across the customs border. At international checkpoints, prohibitions and restrictions are applied, such as veterinary and phytosanitary control, licensing, and quotas.

5. The main problems of customs declaration.

The main problems of customs declaration when moving goods across the customs border arising during customs control are as follows:

1. The movement of such goods is carried out only at special checkpoints. This significantly increases the range in some cases transportation, which entails an increase in business costs. In addition, not all checkpoints are equipped with all the necessary equipment for conducting a search.
2. At checkpoints, control is carried out according to the principle of "one window", those along with the documents submitted in accordance with the

customs legislation of the EAEU upon arrival of goods and vehicles, the carrier or a person acting on his behalf submits the documents required for the implementation of other types of control.

Questions for self-control:

1. What is the purpose of customs logistics?
2. What is the task of customs activities in Kazakhstan?
3. What are the components of the logistics function of customs?
4. What factors determine the speed of customs operations during customs control?
5. What are the main problems of customs declaration?

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