

Treaty on the European Union (Maastricht, 7 February 1992) (in the 2007 edition of the Lisbon Treaty) / Garant.RU Information and Legal Portal. Access mode: <https://base.garant.ru/2566557/> (address date: 10.11.2020).

Kapustin A.Y. Right of the Eurasian Economic Union: Approaches to Conceptual Thinking / Modern Lawyer. – 2015. – №1(10). S. 10-14. 9. Eurasian Economic Integration: Facts and Figures. Access Mode: [http://www.eurasiancommission.org/ru/Documents/EEC\\_dig\\_facts1.pdf](http://www.eurasiancommission.org/ru/Documents/EEC_dig_facts1.pdf) - Address Date: 10.11.2020.

Non-tariff regulation of foreign trade ( Eurasian Economic Commission). Access Mode: <http://www.tsouz.ru/db/entr/Pages/default.aspx> - Access Date: 10.11.2020.

### **Lipukhina Alexandra Vasilievna, Baran Maria Leonidovna**

Belarusian National Technical University, the Republic of Belarus

The research advisor: Moyseyonok Nadezhda Sergeevna, senior lecturer

#### **«Non-intrusive inspection technology»**

*Research Field:*

*Modern technologies in international trade*

The priority mission of any customs is to detect contraband (e.g., narcotics and weapons, cultural and historical values), to detect and prevent terrorists and terrorist weapons from entering the country and materials that pose potential threats. Non-Intrusive Inspection technology helps customs and enables them to do it more effectively and quicker.

Every year hundreds of thousands of vehicles are processed in the customs territory of the Republic of Belarus. This is a huge technical task for customs officers who perform spot checks to detect illegal and dangerous goods. The main task is to make sure that the cargo includes what is stated in the documents. For this purpose, non-intrusive technologies are used to check vehicles rather than open them<sup>1</sup>.

Non-intrusive inspection technology refers to technical equipment and machines such as X-ray or gamma-ray imaging type equipment that allow the inspection of cargos, conveyances or cars, trucks, railcars, sea containers, as well as personal luggage, packages, parcels, and mails without the need to open and unload them.

---

<sup>1</sup> Non-Intrusive Inspection Systems Program // Homeland Security [Электронный ресурс]. – Режим доступа: <https://www.dhs.gov/publication/non-intrusive-inspection-systems-program>. - Дата доступа: 17.05.2021.

The inspection system fully meets the standards and requirements of the Belarusian legislation on radiation safety. There are no threats to human health and the environment. The used radiation does not cause induced activity and is safe after scanning for drivers and cargo.

The sense of the technology is that it is possible to obtain a scanner of the goods in the vehicle, without opening the cargo compartment, without labour-intensive and complex handling. The use of this technology makes it possible to speed up customs vehicle inspection times several times. The resulting image is of such quality that it makes it possible to identify the goods which are being transported and the elements of the vehicle structure and to identify the items prohibited, also to conduct a roughly estimation the number of transported goods<sup>1</sup>. The Customs officer sees all these features on the screen and determines his next steps during the analysis. In addition to comfort for operators, the main advantage is that the quality of the inspection has gone to a higher level.

While a physical inspection of a vehicle can take up to 8 hours, the average time of scanning one vehicle using an inspection complex is about 10 minutes. So the advantages are significant. As with growing trade volumes and constant, if not declining, staff levels at a border, the decision of physical inspection of a cargo can be very time consuming and can affect the overall throughput of a customs. Decisions are often based on risk assessment and not in all cases successful. And this latest technology allows customs officers to work smarter and faster in detecting contraband while expediting legitimate trade and travel.

In 2012 Belarus launched the project «Construction and equipment of the border crossing point "Privalka" on the border of the Republic of Belarus with the Republic of Lithuania: introduction of non-intrusive inspection technology» with the main aim to introduce a new technology of non-intrusive customs inspection of vehicles at the border crossing point "Privalka" of the Grodno Regional Customs. Another important aim was to increase the efficiency and effectiveness of customs control of vehicles.

The inspection complex that includes construction of 2 premises for equipment and staff, installation of the system, training people as operators and service engineers, was put into operation in 2015. The main beneficiaries of this project are cargo carriers, drivers and passengers of cars and buses as the inspection procedure now is less time consuming<sup>2</sup>.

---

<sup>1</sup> Инспекционно-досмотровые комплексы [Электронный ресурс]. – Режим доступа: <https://helpiks.org/9-7844.html>. – Дата доступа: 15.05.2021.

<sup>2</sup> Строительство и оснащение оборудованием пограничного пункта пропуска Привалка на границе Республики Беларусь с Литовской Республикой внедрение технологии неинтрузивного досмотра // Сайт Таможенные органы Республики Беларусь [Электронный ресурс]. – Режим доступа: [http://www.customs.gov.by/ru/project\\_1/](http://www.customs.gov.by/ru/project_1/). - Дата доступа: 15.05.2021.

So customs officers use non-intrusive inspection systems which help them effectively and efficiently detect and prevent smuggling, including illegal drugs, unreported currency, guns, ammunition, and other illicit merchandise. Non-intrusive inspection technology increases the capacity of the border crossing point by reducing the time for customs operations. It improves the effectiveness of customs controls as well as security in the cross-border region.

### **Osipova Polina Dmitrievna**

Belarusian National Technical University, The Republic of Belarus

The research advisor: Moyseyonok Nadezhda Sergeevna, senior lecturer

### **«Risk management system. The main directions of improving the risk management system in the Republic of Belarus»**

*Research Field:*

*Customs and Business: Cooperation Challenges*

The risk in customs matters should be understood as the probability of committing illegal acts by participants in foreign economic activity, which can lead to losses or damage to trade, industry, as well as the population of a given state when importing or exporting goods and services.

In economic terms, there are significant risks in currency regulation, which contribute to the shortage of customs payments and fees .

Customs risk management seeks to strike a balance between the growing need for global trade facilitation on the one hand, and the increasing need for customs security and control on the other.

The main tool of the risk management system is the risk profile. A risk profile is a set of information about the risk area, risk indicators, and measures to minimize risks (Article 376 of the EAEU Labor Code). Customs authorities continuously collect and process information that they receive from transporters when moving goods across the customs border during customs control. The volume of estimated parameters, data sources and their number is incredibly huge - this includes data from transport and commercial documents, information about the terms of