

IMPROVING THE PROCEDURE FOR CUSTOMS CONTROL OF GOODS TRANSPORTED BY SEA AND WATER TRANSPORT

To date, there are many ways of transporting goods that can offer various degrees of convenience and speed of delivery, as well as a number of other qualities that meet international standards.

The greatest attraction is caused by sea transport, since for a completely democratic price it is able to offer transportation of more than 60% of the volume of international supplies, and therefore the question arises of how to optimize customs control of those very goods in order to increase the volume of controlled goods passing through. At the moment, ways are being developed to introduce innovations both from the customs administration and to introduce the latest means of technical control and digital technologies in order to develop foreign economic activity.

The peculiarities of water transport first of all force us to pay attention to customs administration at the sea checkpoint, which will be appropriate to consider in two main directions: reduction of the number of documents for customs operations; reduction of time for customs formalities.

The joint work in the seaport of participants in foreign economic activity, executive authorities and other subjects of maritime transport on the basis of the principles and mechanisms of the "single window" is facilitated by the software "Seaport Portal" and implements the transition to paperless document management in the implementation of customs and other operations at sea checkpoints.

The complex of means "Sea Port Portal" will ensure not only optimization, but also harmonization of the customs procedures applied. With the development of global IT technologies, it is necessary to create and implement integrated systems for information exchange of data in the business community with state control authorities, as part of operations at a sea (river) checkpoint. Thus, customs control should be improved in the following areas:

- 1) creation of a unified system of customs and tax administration;
- 2) development of information and software;
- 3) transition to the mechanisms of automated selection of control objects;
- 4) increasing the level of automation of risk identification;

5) implementation of data mining models in the risk management system.

In order to implement these areas of improvement, it is necessary to cooperate comprehensively with a wide range of persons involved in the processes of foreign economic activity, on the basis of an exchange of views and a joint search for solutions to existing problems, which will subsequently allow providing preliminary information about goods, as well as electronic packages of documents and information to sea and river vessels, even before their arrival at the customs territory, thereby achieving a reduction in the time for customs operations and customs control at sea (river) checkpoints.

The so-called "documentary control" allows you to significantly reduce the time costs associated with the arrival and departure of the customs order on board the vehicle, eliminate the need for actual control of the vehicle, where the probability of violation of customs legislation is extremely small.

The problem of the lack of a mechanism for through customs control at the port does not allow improving customs clearance and control at sea and river checkpoints and does not allow tracking the movement of imported goods from the moment they are imported into the customs territory of the Eurasian Economic Union until they are transferred to the consumer.

Thus, the identified problems and their constructive approach to their solution will lead to the effective functioning of all levels of customs authorities both in the implementation of customs control of sea (river) transport and transported goods.

An important problem is the inconsistency of the arrangement of seaports with the requirements for border checkpoints. Technical equipment that does not correspond to the purposes of control, as well as an insufficient number of office premises for state control bodies, a mismatch of transport infrastructure that does not meet the requirements established for high-intensity cargo flows passing through ports.

Based on this work, it can be concluded that the customs authorities are still in search of innovative solutions and ideas to improve control over the movement of goods by individuals by sea and water transport. Nevertheless, the customs authorities have already introduced and will introduce various innovations in the field of goods movement: a set of software tools "Seaport Portal", improvement of automated systems for collecting customs payments, as well as integration of the blockchain system.

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«FUTURE HOUSE» OR ZERO-ENERGY HOUSE

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Let's figure out what the "house of the future" is, we will also explore the concepts of eco-house and a house with zero energy consumption.

Ecological house (ecohouse) is a house, which repeatedly, reduced the negative impact on the environment and on its residents, without loss of quality of human living. A building that is highly energy efficient, able to generate energy from renewable sources on site and consume an equal amount of it during the year is called an energy-positive or zero-energy house. These types of modern buildings are called houses of the future [1].

Eco-houses are equipped with their own heating system, which uses solar heating of the house and solar water heating for household needs, in addition to the usual heating system. But an energy-positive building does not just provide its own energy needs - it produces more than twice of the amount of electricity it needs on its own. It is worth to mention that eco-houses are houses for permanent residence, as opposed to zero-energy houses, which are mainly used as office buildings [6].