

and psychotropic substances, and their counterparts, ammunition, explosives, weapons, and other contraband goods. The indispensable four-legged officers assist during customs control operations and search operations. Thanks to the cynological units of the Republic of Belarus, a number of customs offences are detected annually. The Cynological service is one of the important units in fight against illegal movement of goods across the customs border. The safety of the citizens of the Country largely depends on the effectiveness of its activities.

Sherukova Viktoryia Nikolaevna

Euphrosyne Polotskaya State University of Polotsk , the Republic of Belarus
The research Advisor: Grikis Vasily Petrovich, Senior Lecturer

CURRENT PROBLEMS OF FOREIGN ECONOMIC ACTIVITY

Research Field:

Customs and business: problems of cooperation

Customs authorities are one of the key government agencies in the economic sphere. Being at the same time a controlling, law enforcement and fiscal body, customs ensures foreign economic security of the country and contributes to its economic development. It is more important than ever to facilitate business in the current economic environment.

It is impossible to imagine foreign trade activities without transportation. In the period from 2022 to 2023, the transportation sector has been subjected to significant sanctions pressure. The Belstat website provides information on the total volume of freight transportation. The available data allow us to assess the current trend:

Table 1 . Cargo turnover¹

Types of transportation	2020	2021	2022	2023
Types of transportation	123 158 106,3	118 775 657,7	88 626 008,5	72 919 772,8
Railway transportation	42 420 400,0	44 478 200,0		
Pipeline transportation	51 853 881,6	44 577 896,0		
Inland water transportation	29 909, 4	33 264,0		
Air transportation	76 351, 4	92 842,4		
Highway transportation on a commercial basis	28 777 563,9	29 593 455,3		

¹ 1020900002 Cargo turnover <http://dataportal.belstat.gov.by/Indicators/Preview?key=176184>
Access date 14 .04.2024, time 19:30

Table 1 shows that the cargo turnover indicator has been decreasing over the last three years. Compared to 2021, the total cargo turnover for 2022 decreased by 25.4%. And already in 2023, the figure has fallen by 17.7% relative to the already low one in 2022. We suggest that the drop in this indicator of transport performance is due to a number of unfriendly acts of neighboring countries and the refocusing of transport flows.

For example, on April 9, 2022, a ban was introduced on transportation by Belarusian trucks within the territory of the European Union (hereinafter – the EU). As a response to the EU sanctions against Belarusian trucks, an adequate ban was introduced on transportation by vehicles registered in the EU countries, but at the same time the state allowed reloading of goods and hitching of semi-trailers (trailers) with such goods on our territory. These customs operations were organized at road checkpoints or close to them, at transport and logistics centers. It provided shipping carriers from Belarus with work and allowed them to keep their business. But it imposed additional responsibilities on customs. Now transport has to be registered twice: first at the border and then at the logistics center. Mobilization of human resources and remote release technology has made it possible to cope with the problem. In this way, customs authorities have helped businesses.

On January 9, 2024, the Ministry of Economy of the Republic of Belarus published the results of the survey of residents of free economic zones (hereinafter – FEZ)¹. The survey was conducted to assess the conditions of FEZ activity, in particular, to find out the problematic issues resisting foreign economic activity. According to the received data, some of the key barriers to residents' activities are:

- 1) complication of logistic chains, including increased delivery period and cost of cargo transportation;
- 2) difficulties in accessing foreign markets (mainly EU countries).

Back in 2021, the State Customs Committee of the Republic of Belarus (hereinafter – SCC) faced an unforeseen situation: the checkpoint "Bruzgi" finished the functioning on the initiative of the neighboring party. In April 2024, there are only 5 checkpoints functioning on the State border of Belarus – two on the border with Lithuania and Poland and only one with Latvia. Recently the headlines are regularly published about another transportation collapse at the border. According to the data provided by the State Border Committee of the Republic of Belarus (hereinafter – SBC) there have been colossal queues at the border. For example, the anti-

¹ Ministry of Economy summarises results of FEZ residents' questionnaire <https://economy.gov.by/ru/news-ru/view/minekonomiki-podvedeny-itogi-anketirovaniya-rezidentov-sez-48636-2024/>
Date of access 14.04.2024 , time 19:30

record of the border crossing point "Benyakoni" in April amounted to 1,050 cars. This situation creates numerous barriers for doing business:

- 1) waiting time at the border, delivery period and the cost of transportation are increased;
- 2) delivery schedules are disrupted;
- 3) logistics routes are destroyed;
- 4) access to foreign markets becomes more difficult;
- 5) fraud opportunities are created, several cases of selling places in the queue at the border have already been revealed.

To solve these problems, Belarusian customs authorities have taken a number of actions to reduce border crossing time:

- 1) electronic customs declaration system and electronic queue are used;
- 2) risk management system is used;
- 3) auto-release is implemented, including goods in transit (most of them are released within 10 minutes);
- 4) customs officials at checkpoints are assigned separate functions of automobile, border and sanitary-quarantine control;
- 5) equipment and staff are sent from the closed checkpoints to the working ones;
- 6) closed checkpoints are used within the structure of the Electronic Declaration Center (for remote release and electronic clearance of goods).

As stated by Vladimir Nikolayevich Orlovsky, the Belarusian part did everything to ensure the customs authorities did not delay the release of goods even for a second. The Chairman's assertions are corroborated by the findings of our investigation. The data provided by the SCC indicates that the customs authorities of neighbouring countries are not fulfilling the agreed norms of clearance per day. In a period when the Belarusian side is able to exceed the norms of interagency agreements, the neighbouring countries are failing to fulfil them. At the aforementioned border crossing point, Benyakoni, on 16 April 2024 at 20:00, 100 cars and 670 trucks were registered on the waiting list. The checkpoint's capacity is 390 cars and 250 trucks. On the previous day, 107 trucks were permitted to cross the border by the neighbouring country, representing 42.8% of the norm of 250 trucks that should be allowed through by the neighbouring country per day. Passenger cars were permitted to cross the border 258 times out of 390, representing 66.15% of the norm.

This phenomenon has been observed at all operational border crossing points for an extended period. It can be concluded that the primary issue contributing to the deterioration of transportation is the absence of effective collaboration with neighboring countries. Nevertheless,

it is evident that this issue cannot be resolved by the Belarusian customs authorities in isolation. While the SCC is currently working to facilitate foreign economic activity, it is clear that this issue can only be resolved through diplomatic means, contingent on the willingness of the leadership of neighbouring countries to resolve the situation.

Shugov Denis Gennadievich, Nikitin Alexander Sergeevich

Belarusian State University of Transport, the Republic of Belarus
The research Advisor: Petrov-Rudakovskiy Anton Petrovich, Candidate of Economic Sciences,
Associate Professor

SECURITY REQUIREMENTS FOR THE INSPECTION OF MOTOR TRANSPORT, CARGO, AND HAND LUGGAGE

Research Field:

Modern technical means as the basis for effective customs control at the border.

Before inspecting hand luggage and baggage, it is necessary to ask the passenger if they have any dangerous items that could injure a customs officer.

During the inspection of hand luggage and baggage, it is recommended to use protective ointments and hand creams. After completing the inspection procedure, it is necessary to thoroughly clean your hands using water and soap. If there are suspicions of the presence of dangerous goods, it is necessary to pre-inspect the contents using X-ray machines or use technical means for customs control (TMCC).

When inspecting goods, hand luggage, and baggage, do not lift or carry items whose weight exceeds the established limit (for men 50 kg, for women - 7 kg).

When inspecting electrical appliances or items requiring disassembly, it is necessary to invite specialists from the TMCC department.

When inspecting glass and other fragile items, they should be placed on a flat surface and not held in the air.

When inspecting goods, hand luggage, and baggage, it is prohibited to:

- determine the taste and smell substances of unknown origin, suspected as drugs;
- pour and ignite liquids;
- extract dangerous goods on your own;
- open and move items that may contain dangerous goods;
- use faulty TMCC. Inspection of vehicles and goods transported on them.

The inspection of vehicles and goods transported on them is carried out on specially equipped inspection sites.