

Kovalevich Ksenia. *Waiting area – is a tool to reduce queues at the border and improve security in the border area*

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Multi-kilometer queues of cars on the border of the Republic of Belarus have long been a regular situation for customs and border services. This is due to the large-scale growth of cross-border flows in most countries with economies in transition, and the Republic of Belarus is no exception. In this regard, one of the priorities of the state policy in our country is the modernization and development of infrastructure on the state border, border checkpoints among them.

The solution to the problem of long queues at the border, as well as improving security in the border area can be the creation of waiting areas. According to the Regulation⁶³, the waiting area is a specially equipped area located in front of the checkpoint and intended for registration of vehicles in the electronic queue system, their free accommodation, as well as entrance to the checkpoint in accordance with the order established by the electronic queue system.

The purpose of this research is to consider the theoretical and legal aspects of the organization of waiting areas, as well as proposals for improving the infrastructure of checkpoints through the creation of waiting areas.

The relevance of the work is that near the Belarusian checkpoints, formed a large accumulation of trucks. In consequence of which the queue is lined up directly on the roadway, thereby complicating the movement, blocking road signs, what is a violation of Traffic rules. Besides, the roadside

⁶³ Regulation on the functioning of the system of electronic queue of vehicles for entry to road checkpoints across the state border of the Republic of Belarus, booking the time of entry of vehicles to these road checkpoints, as well as the functioning of waiting areas [Electronic resource] : approved. Resolution Of The Council Of Ministers REP. Belarus, 31 December 2015, No. 1130 // Decisions of the Council of Ministers / Council of Ministers of the Republic of Belarus. - Access mode: <http://www.government.by/upload/docs/filed08543357ced2185.PDF>. - Date of access: 27.02.2019.

infrastructure is practically not developed near the Belarusian checkpoints: there are no garbage containers, and therefore "garbage dumps" are formed near the roads; there are no bathroom units. Often in long queues there are accidents and conflicts between drivers, leading to reducing the security level in the border area.

Currently, in the Republic of Belarus there are two waiting areas for trucks, namely at the checkpoints "Kotlovka" and "Grigorovshchina", with a capacity of 350 and 380 trucks per day, respectively. However, in such checkpoints as "Kozlovichi", with a capacity of 2,000 trucks, "Bruzgi" with a capacity of 815 trucks and "Kamenny Log", with a capacity of 1000 trucks a day, there are no waiting areas.

The Annex⁶⁴ to the resolution says that by the end of 2018, the electronic queue system should have been introduced at such checkpoints as "Brest", "Kotlovka", "Grigorovshchina", "Domachevo", "Kozlovichi", "Mokransy", "Peschatka", "Urbany", "Novaya Guta", "Novaya Rudnya", "Benyakoni", "Berestovitsa", "Bruzgi", "Kamenny log" and "Privalka", but the introduction of electronic queues is impossible without the construction of Waiting areas. Consequently, the need for the construction of waiting areas is obvious.

However, today, in addition to pre – booking the time of entry to the road checkpoints in the electronic queue system, there is another way to get to the checkpoint without a queue – it is a pass for priority entry to the checkpoints.

According to the author, the simultaneous operation of pre-booking and passes is not possible, as it will cause queuing among entities of priority entry to the checkpoints . The question arises: "what to give up?". It is more rational to refuse admissions:

⁶⁴ List of road checkpoints across the state border of the Republic of Belarus, which operates a system of electronic queue of vehicles to enter these road checkpoints, and the timing of their implementation of this system [Electronic resource] : Annex. To the resolution of Ows. Mina REP. Belarus, 31 December 2015, No. 1130 // Decisions of the Council of Ministers / Council of Ministers of the Republic of Belarus. – Mode of access: <http://www.government.by/upload/docs/filebb852c256a06acfc.PDF>– Date of access: 01.03.2019.

Firstly, the pass system is unfair to young business entities, since an annual pass costs 100 basic units a year, which is about 2550 Belarusian rubles per cargo vehicle and not every legal entity can afford it, which leads to "unhealthy competition" as the time of delivery of goods increases compared to the time of delivery of the entity that has a pass.

Secondly, the use of electronic booking is more cost-effective for business entities. On average, one cargo vehicle of international transportation crosses the border up to 8 times a month, and the cost of electronic booking – 25.5 Belarusian rubles, therefore, it saves 102 Belarusian rubles. However, since there are practically no electronic queue systems anywhere, it is not possible for a business entity to use this service and save its money.

Thirdly, when using passes, no one can track the arrival time of the vehicle at the border. The advantage of electronic queues is that customs and border authorities will be able to assess the load on a particular checkpoint, the information on queues at the border on the website being more reliable. And there will be no queue of vehicles before entering the checkpoint.

Despite the fact that there are already 3 waiting areas in the Republic of Belarus, there is no legal act reflecting the requirements for the arrangement of waiting areas. Therefore, there is a need for legislative consolidation of standards for their construction. According to the author of the work, the following provisions are subject to mandatory consolidation:

1 the place for waiting areas and the number of lots shall be established in accordance with the capacity of the checkpoint and only in agreement with the border and (or) customs authorities.

2 it is Necessary to determine the list of buildings that must be located in the service area and which are prohibited to be placed in the waiting area.

3 a video surveillance system shall be installed in the waiting areas.

4 the waiting Area needs to be fenced

5 it is Necessary to establish requirements for road markings in the waiting area.

6 accommodation of vehicles in the waiting area shall be free of charge.

However, a timely solution to the problem related to the construction of waiting areas cannot be achieved in short time, since the amount of investment required for the modernization of the system of checkpoints significantly exceeds the limit of the state budget allocated for these purposes. So that the search and attraction of other sources of funding is the only possible way to accelerate the process of building waiting areas. Public-private partnership can be an effective way to solve the problem and optimize the use of state budget funds⁶⁵. PPP will reduce the financial burden on the budget, get facilities in short time, transfer some of the risks to a private partner. For a private partner, it is also beneficial, as he will receive a stable long-term return on invested capital, improvement the company's image, guarantee sales and occupancy of the facilities located in the waiting area on a long-term basis.

Thus, the construction of waiting areas in the Republic of Belarus is necessary both for the introduction of electronic queue technology at the border, and increase of the transit potential of the country. Since long queues at the border – the indicator of outdated approaches to the management of border operations, the implementation of electronic queues and the creation of waiting areas will significantly reduce queues at the border, expedite the passage of border and customs control, simplify the work of customs officers and border guards, and ensure traffic safety. The construction of waiting areas will improve the border infrastructure, ensure a comfortable crossing of the border of Belarus at checkpoints, equip the territory, create new jobs for the

⁶⁵ Azizova Zh. Prospects of infrastructure development of checkpoints across the state border of the Russian Federation on the principles of public-private partnership / Zh. Zh. Azizova // PPP in transport: models and experience-2017: collection of abstracts of the conference, St. Petersburg, June 2, 2017/ Institute "Higher school of management" of St. Petersburg state University

population. A public-private partnership will implement the project as soon as possible.

Ковалевич Ксения. Зона ожидания – инструмент сокращения очередей на границе и повышения безопасности в пограничной зоне

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Многокилометровые очереди автомобилей на границе Республики Беларусь уже давно стали штатной ситуацией для сотрудников таможенной и пограничной служб. Это связано с масштабным ростом трансграничных потоков в большинстве стран с переходной экономикой и Республика Беларусь – не исключение. В связи с этим, одним из приоритетных направлений государственной политики в нашей стране является модернизация и развитие инфраструктуры на государственной границе, в том числе, пунктов пропуска.

Решением проблемы длинных очередей на границе, а также повышения безопасности в пограничной зоне может стать создание зон ожидания. Согласно Положению⁶⁶ зона ожидания – специально оборудованная площадка, расположенная перед пунктом пропуска и предназначенная для регистрации транспортных средств в системе электронной очереди, их размещения на безвозмездной основе, а также направления для въезда в пункт пропуска в

⁶⁶ Положение о порядке функционирования системы электронной очереди транспортных средств для въезда в автодорожные пункты пропуска через Государственную границу Республики Беларусь, бронирования времени въезда транспортных средств в данные автодорожные пункты пропуска, а также функционирования зон ожидания [Электронный ресурс] : утв. Постановлением Сов. Мина Респ. Беларусь, 31 декабря 2015 г., № 1130 // Решения Совета Министров / Совет Министров Республики Беларусь. – Режим доступа: <http://www.government.by/upload/docs/filed08543357ced2185.PDF> . – Дата доступа: 27.02.2019.