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## **DEVELOPMENT OF CUSTOMS TRANSIT IN INTERNATIONAL TRANSPORT CORRIDORS**

***Abstract:** The article deals with topical issues of the electronic navigation seals use when transporting goods from foreign countries under the customs procedure of customs transit in the context of restrictive political and economic measures introduced by states and international organizations in relation to the Russian Federation*

***Key words:** customs procedure of customs transit, customs transit, electronic navigational seals, international transportation corridors*

### **Introduction**

In the current foreign policy situation, the Russian Federation is subject to a large number of sanctions and restrictions imposed by European countries, and trade and access to imported raw materials and goods is difficult for Russia. The current situation has also affected logistics, with goods delivery routes and transaction locations changed due to blocking sanctions by foreign carriers.

The current conditions and sanctions policy of foreign countries dictate the need to implement the import substitution policy in a number of directions, as well as to search for new foreign trade partners and logistics solutions, as the routes of delivery of goods and places of operations have changed due to blocking sanctions by foreign carriers, trade and access to imported raw materials and goods for Russia is difficult.

### **Statistical data**

Despite the imposed sanctions, there is currently an increase in trade turnover with China. Compared to 2020, trade with China increased by 4,000 million dollars in 2022. Cash exports increased by \$2,317 million dollars and imports by \$1,025 million dollars

Moreover, the Far Eastern region has a huge transit potential, as there are 58 active border crossing points on its territory, through which goods move by various modes of transport. According to the analyzed statistics, the number of transit declarations in the Far East region in 2021 increased by 43% compared to 2020, and in 2022, the number of TDs filed in the first half of the year increased by 31% compared to the same period in 2021.

### **Prospective Solutions for further trade development**

All of the above points to the need to find new solutions to avoid delays when goods cross the customs border. In addition, there is an important factor related to the geographical location of the Far Eastern region and its remoteness from central Russia. During the customs procedure of customs transit the distance from the Far East customs office to the Moscow regional customs office is about 9000 km, because of this the reliability of goods transportation is reduced, as the traditional sealing system is usually used, which cannot notify the driver about unauthorized access into the cargo compartment. In our opinion, navigation seals can be a solution to these problems.

Navigation seal is a reusable identification device equipped with GLONASS global satellite system technology, its main purpose is to ensure full control over the safety of cargo in real time and prevent theft of products. Moreover, the navigation seal stores legally significant data (about the sender and the recipient, about the transported goods, etc.). No less importantly, the use of navigation seals, in addition to reducing the time of customs operations when placing goods under the customs procedure of customs transit, as well as improving the reliability of transporting goods under customs control, can also

become one of the tools for the development of existing transport corridors, and as a consequence, the entire ecosystem of digital transport corridors as a whole.

The Eurasian transport framework is a network of international transport corridors in the Eurasian space along the East-West and North-South axes. As the Eurasian transport framework reaches out to China, India and the European Union, it can serve as the material basis for Greater Eurasia. The full potential of the Eurasian continent's economy is linked to achieving "seamless" transport connections through the digitalization of transport.

In the course of the study, we proposed a technology for the introduction and use of ENPs in digital transport corridors (West-East corridor), which will be aimed at developing the country's transport potential, as well as simplifying customs operations when crossing the EAEU customs border of goods and vehicles imported from China. Moreover, in the future, it is possible to create licences for the purchase and imposition of ENPs directly by the sender.

It should be noted that for the successful use of the proposed technology, it is necessary to develop and implement a whole set of measures, which should include the development of a number of solutions within the framework of international customs cooperation between countries, the development of a legal and regulatory framework, the development of infrastructure of transport corridors that ensure the smooth use of ENP and so on. These proposals will have a positive effect not only on the development of transport potential and acceleration of customs operations at border crossing points, but will also be aimed at favourable conditions for doing business by reducing the time spent by participants in foreign economic activity.

### **Conclusion**

Thus, in our opinion, the use of electronic navigation seals will contribute to the development of digital transport corridors, as it can be used not only in the specific direction China-Russia, but also in the "Europe-Western China" corridor, as well as in the key element of the Eurasian transport framework - the "North-

South" corridor, which connects with the majority of latitudinal transport corridors linking Europe, the South Caucasus, Central Asia and China and is used for international transport of goods in Eurasian traffic.

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