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# **ОТАН ТАРИХЫ**

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### SOME PROBLEMATIC ASPECTS OF THE CUSTOMS AND LOGISTICS SPHERE OF THE EURASIAN ECONOMIC UNION

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**Abstract.** This topic received a popular coloring when Kazakhstan demanded registration or official re-registration of vehicles imported from the countries of the Customs Union and the EAEU. In connection with this circumstance, indignation of citizens went in many cities, which required a significant rethinking of the decision of the government of the Republic of Kazakhstan. Some analysts began to draw conclusions and attribute this decision of the Government of the Republic of Kazakhstan to the regulation regulation of the adopted EAEU laws, while other authors referring to the main adopted laws of the EAEU states undermining the authority of states and the undeveloped transport and logistics system. Car owners themselves demanded a specific decision not in favor of the monopoly of the car market and personality factors and not to the detriment of the financial predisposition of citizens of the Republic of Kazakhstan. Nevertheless, the point is the question of how much the decision was made to re-register customs and the profitability of the logistics

market, which undermines the integrity of the authority of the EAEU. Naturally, among car owners there were misunderstandings of the basic laws of the EAEU and the participation of Kazakhstan as the main member of the union. In this regard, this article attempts to rethink the EAEU laws in the customs and logistics sphere. The specific task of analyzing the adopted laws in the framework of the EAEU is set, which raise doubts among ordinary citizens and lead to certain misunderstandings. Based on these materials, in particular foreign analysts, by means of a comparative analysis and mathematical modeling methods, the authors came to the conclusion about the shortcomings and weak implementation, operation and force of laws adopted by the EAEU countries. In particular, which side is more profitable than the innovation of one side, in this case, the Republic of Kazakhstan and how justified are the conclusions of the pressure of the Russian Federation on the customs and logistics structure of the EAEU.

**Key words:** EAEU, customs and logistics, basic laws, transport corridors.

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## ЕУРАЗИЯЛЫҚ ЭКОНОМИКАЛЫҚ ОДАҚТЫҢ КЕДЕНДІК-ЛОГИСТИКАЛЫҚ САЛАСЫНЫҢ КЕЙБІР ПРОБЛЕМАЛЫҚ АСПЕКТІЛЕРІ

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**Түйіндеме.** Қазақстан Кеден одағы мен ЕАЭО елдерінен әкелінген автокөлік пен автокөлік құралдарын тіркеуді немесе ресми қайта тіркеуді талап еткен кезде бұл тақырып көпшілік арасында маңыздылығын арттырды. Осы жағдайға байланысты көптеген қалаларда азаматтардың наразылығы болды, бұл ҚР Үкіметінің шешімін қайта қарастыруды қажет етті. Кейбір сарапшылар қорытынды жасай бастайды және ҚР Үкіметінің бұл шешімін ЕАЭО қабылданған заңдарының реттелуіне жатқызады, ал басқа авторлар мемлекеттердің беделіне және көлік-логистикалық жүйенің дамымай түсуіне нұқсан келтіретін ЕАЭО мемлекеттерінің негізгі қабылданған заңдарына сілтеме жасайды. Автокөлік иелерінің өздері автокөлік нарығының монополиясы мен жеке факторлардың пайдасына емес, керісінше ҚР азаматтарының қаржылық бейімділігі есебіне сай, нақты шешімді талап етті. Осыған қарамастан, ЕАЭО беделінің тұтастығына нұқсан келтіретін кедендік қайта рәсімдеу туралы шешім және логистикалық нарықтың кірістілігі туралы сұрақ туындайды. Әрине, осы тұрғыда автокөлік иелерінің арасында ЕАЭО негізгі заңдарын түсінбеу және ҚР-ның одақтың негізгі мүшесі ретінде орны мәселені тығырыққа тіреді. Осыған байланысты, бұл мақала кедендік және логистика саласындағы ЕАЭО заңдарын қайта сұрыптау талпынысы жасалды. Қарапайым азаматтар арасында күмән туғызатын және белгілі бір түсінбеушілікке әкелетін қабылданған заңдарды ЕАЭО аясында талдаудың нақты міндеті қойылды. Қолдағы материалдар негізінде, атап айтқанда, шетелдік сарапшылардың пікірін қоса салыстырмалы талдау және математикалық модельдеу әдістері арқылы ЕАЭО елдері қабылдаған заңдардың кемшіліктері мен әлсіз орындалуы, жұмыс істеуі және күші туралы қорытындыға келді. Сонымен қатар, енгізілген жаңалықтың қай жақа тиімдірек, бұл жағдайда ҚР және Ресей Федерациясының ЕАЭО кедендік-логистикалық құрылымына жасаған қысымының тұжырымдары қаншалықты негізделген деген мәселелер қарастырылды.

**Кілт сөздер:** ЕАЭО, кеден және логистика саласы, негізгі заңдар, көлік дәліздері.

### МРНТИ 03.06

## НЕКОТОРЫЕ ПРОБЛЕМНЫЕ АСПЕКТЫ ТАМОЖЕННО-ЛОГИСТИЧЕСКОЙ СФЕРЫ ЕВРАЗИЙСКОГО ЭКОНОМИЧЕСКОГО СОЮЗА

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**Аннотация.** Данная тема получила востребованную окраску, когда в Казахстане потребовали регистрацию либо официальное переоформление автотранспорта ввезенного из государств Таможенного союза и ЕАЭС. В связи с этим обстоятельством во многих городах пошли возмущения граждан, которые требовали весомого переосмысления решения правительства РК. Некоторые аналитики начали делать выводы и относить данное решение правительства РК к слобой регуляции принятых законов ЕАЭС, другие авторы ссылая на основные принятые законы государств ЕАЭС подрывающие авторитет государств и неразработанности транспортно-логистической системы. Сами автовладельцы требовали конкретного решения не в пользу монополии авторынка и личностных факторов и не в ущерб финансовому предрасположению граждан РК. Тем не менее, острием стоит вопрос на сколько осознано было принято решение таможенного переоформления и рентабельность логистического рынка, которая подрывает целостность авторитета ЕАЭС. Естественно, среди автовладельцев пошли недопонимания основных законов ЕАЭС и участия РК как основного члена союза. В связи с этим в данной статье делается попытка переосмысления законов ЕАЭС в таможенно-логистической сфере. Поставлена конкретная задача анализа принятых законов в рамках ЕАЭС, которые вызывают сомнения простых граждан и приводят к определенным недопониманиям. На основе данных материалов, в особенности зарубежных аналитиков путем сопоставительного анализа и методов математического моделирования авторы пришли к выводу о недоработках и слабого внедрения, действия и силы законов принятых странами ЕАЭС. В особенности какой стороне выгоднее нововведение одной стороны, в данном случаи РК и на сколько оправданы выводы давления Российской Федерации на таможенно-логистическую структуру ЕАЭС.

**Ключевые слова:** ЕАЭС, таможенно-логистическая сфера, основные законы, транспортные коридоры.

**Introduction.** At the present stage of development of the world economy, the development of customs and logistics infrastructure is becoming one of the key elements in realizing the country's foreign economic potential. Economic theory proves, and practice confirms, that the customs and logistics infrastructure as an integral element of the overall system of international transport stimulates the influx of foreign investment, a significant increase in transit traffic, the formation of additional competitive advantages of national participants in foreign economic activity and the expansion of the country's export potential, and in the long run leads to favorable structural shifts in the economy. Foreign experience indicates a significant potential for reducing transportation costs, costs for loading and unloading, storage of material resources and finished products with the active improvement of customs and logistics systems (Parfenov, 2012: 23-31). The key global trends of such improvement are as follows:

- the formation of large customs and logistics hubs based on key transport corridors and megacities, the creation of port cities;
- increase in the number of participants of foreign economic activity, both large and medium level, using the services of customs and logistics centers, the use of logistics outsourcing, which involves the transfer of control over the movement of goods flows to large multinational logistics companies (Albekov..., 2013: 8-12);
- expanding the range of transport, logistics and customs services provided by customs centers through the introduction of survey services, consulting services, offering solutions in the field of information technology for logistics, the development of automated warehouse management systems, transport management systems;
- active creation of class A transport and logistics centers by major logistics providers (US revives..., 2017);

– minimization of administrative and financial and economic barriers in the activities of carriers and national transport companies in order to increase the competitiveness of national transport and the rejection of the quota system, tariff and other restrictions (Smorchkov, 2012: 17-22).

– creation of a customs service system based on partnerships between customs services and business. Customs regulation at the present stage is carried out by means of technologies such as remote release, customs risk management, electronic declaration, prior informing the destination customs about the cargo in order to determine the objects of selective control (Richard Ghiasy..., 2017).

These trends are particularly significant in light of the transition from the creation of the Customs Union to the global strategy for economic integration of the countries of the Eurasian space in the format of the EAEU. Positive integration factors for most countries of the post-Soviet space, despite the general trend of their weakening, still remain relevant. An additional impetus to the integration processes is a similar linguistic and cultural environment, which can significantly reduce the integration costs associated with the convergence of different economies (Alexander Cooley, 2016).

With the creation of the EAEU, Eurasian integration has reached a stage that involves not only coordinating customs policy, but also creating a single transport space, creating Eurasian transport corridors, logistics centers and transport organizations that optimize transportation processes. Today, within the framework of the EAEU, prerequisites have been created for the formation of a single transport space – a program has been approved for the phased liberalization of cabotage transportation of goods until 2025, a unified approach to the implementation of transport (automobile) control has been determined. In the field of air transport, the United Eurasian Sky project is being formed, aimed at creating a common market for aviation services and a single zone for transporting goods by air, unified national tariffs for rail transport services, and the procedure and conditions for access of carriers of the EAEU Member States to the border areas of adjacent infrastructure (Crisis Group Europe and Central Asia Report № 242, 2017).

Nevertheless, the recent decision on registration and customs clearance of the Republic of Kazakhstan contradicts generally accepted laws and regulations within the EAEU. However, the President of the Republic of Kazakhstan, Kassym-Zhomart Tokayev, issued a decree on the modern registration of car owners from Armenia and Kyrgyzstan. Today the question is about the legality of this decree and how much it will affect the social life of citizens of Kazakhstan, since according to statistics more than 170 thousand cars have been imported into the republic.

**Materials and Research Methods.** For the states of the post-Soviet space, all this creates fundamentally new opportunities for diversification of national economies on the basis of deepening integration processes. At the same time, the share of transport costs in the final price of products in the whole EAEU reaches 25% (in the European Union this indicator is 9-11% with a tendency to decrease to 6-7% by 2020) (Wu Jianmin, 2015), which reduces the transport and transit potential of the union. The situation is complicated by the fact that the system of pan-European transport corridors does not fully meet the geo-economic interests of the EAEU countries in terms of providing transit transport approaches, and, consequently, stable foreign economic relations with the CIS countries, the EU and APEC. Thus, the functioning of the TRACECA transport connection or individual sections of the Yuzhny transport and transport complex, which ensure the transportation of goods bypassing Russia, creates the prerequisites for a certain transport isolation of the EAEU, limiting the transit potential of the Union (Medkov, 2015).

Common problems of customs and logistics systems of the EAEU member states are:

- low level of development of warehouse infrastructure,
- insufficient volume of transfer of logistics functions to outsourcing,
- lack of software, - a large degree of deterioration of vehicles,
- lack of large investors in the logistics infrastructure,
- the complexity of customs and tax laws,
- underdeveloped roadside service, etc.

The existence of significant problems is evidenced by calculations of the effectiveness of logistics, carried out according to the methodology developed by the World Bank together with the University of Turku (Finland). The integral indicator of the LPI index is



calculated by the following criteria: ease of international organization; the ability to track the passage of goods; quality of service, or how perceived the level of competence of people dealing with logistics operations in a particular country; timely delivery of goods, which refers to the reliability or predictability of deliveries, and how likely it is that the goods will be delivered on time; customs and border clearance efficiency; quality of transport infrastructure (railway, roads, ports or airports) (Implementation and Review..., 2016). In this regard, a vital improvement in modern conditions is a comprehensive improvement of the process of customs administration.

The main problems of regulation of the customs and logistics sphere and disadvantages.

One of the most acute problems of the development of the Eurasian Economic Union is the lack of a unified strategy for the formation of a customs and logistics complex. At the same time, despite the existence of the Agreement between the EurAsEC Member States on the formation of the Transport Union of January 22, 1998 and the Concept for the formation of the Single Transport Space of the Eurasian Economic Community, approved by Decision of the EurAsEC Interstate Council on January 25, 2008 № 374, currently the Member States The Eurasian Economic Union is formed by non-interconnected and largely contradictory systems of development of transit potential without taking into account these conceptual documents (ADB, AIIB Sign MOU..., 2016).

In Russia, in the framework of the Concept of customs clearance and customs control of goods in places close to the state border of the Russian Federation, a large-scale reform of the customs system is being implemented, aimed at improving customs control technologies and creating infrastructure for customs operations and customs control in border regions. Currently, the customs and logistics infrastructure has been created near the most significant automobile checkpoints, a network of more than 50 customs and logistics terminals has been deployed, including 5 on the Russian-Belarusian section of the state border (Prospects for the development..., 2011: 64).

The Republic of Belarus is implementing the State Program for the Development of the Transit Potential of the Republic of Belarus, one of the most important tasks of which is the creation of customs and logistics centers, including for the processing of transit freight traffic. For the construction of customs and logistics centers, areas are allocated that exceed the warehouse needs of the Republic of Belarus for servicing export-import cargo. Moreover, investment projects for the construction of logistics centers aim to redistribute export-import and transit freight flows, oriented, including to Russian sales markets (Transit potential of the..., 2017: 214). In accordance with the Forecast Scheme of the country's spatial development until 2020, a fundamentally new system of cargo transportation and passenger transportation is being formed in the Republic of Kazakhstan, involving the creation of about 20 multimodal logistics centers at the intersections of the most important East-West and North-South transport routes Linking large cities of Kazakhstan and providing access to foreign markets (Transport and communication..., 2011: 106).

Thus, the Eurasian Economic Union does not actually implement a unified strategy for the formation of logistics infrastructure, the creation of customs infrastructure facilities on the borders of the Member States of the customs union is formed within the framework of disparate strategic documents, which does not contribute to the development of the transit potential of the Eurasian Economic Union. In this regard, the solution of the creation of unified transit corridors within the EAEU requires a sound policy in the development of customs, logistics and transport infrastructure.

Improving the competitiveness of the customs and logistics sphere of the EAEU member states is also impossible without a radical revision of approaches to the automation of customs authorities. The Customs Code of the Eurasian Economic Union provides for a whole range of innovations related to the use of information technologies:

- reducing the time for the release of goods to 4 hours from the date of registration of the customs declaration, if the verification of the customs declaration does not reveal the need to request documents on the basis of which it is filled, or to conduct customs control forms related to the verification of goods;
- the possibility of non-presentation in some cases of documents on the basis of which a declaration is filled out;
- the possibility of customs operations, customs control in the form of verification of

documents and information by the information system of the customs authorities without the participation of customs officials (Transport in Kazakhstan..., 2016: 510).

At the same time, at the same time, it is necessary to ensure the transition from automation of the activities of customs officials (functions and operations of the customs inspector) at the national level to automation of the implementation of customs procedures throughout the customs territory of the Member States of the Eurasian Economic Union as single common (end-to-end) processes. Such a transition should be characterized by:

- a unique identification of participants in foreign economic activity in the customs territory of the Eurasian Economic Union;
- the implementation of the principles of “one window” and “one-time presentation of information” in the interaction of participants in foreign economic activity with customs and other state bodies;
- automatic registration and issuance of declarations for goods using the risk management and differentiation system for participants in foreign economic activity (FEA) (Transport in Kazakhstan..., 2017: 106).

A promising scheme of information interaction should be based on the implementation of the principles of “one-time presentation of information” in the interaction of participants in foreign economic activity with customs and other state bodies.

The Eurasian Economic Union also faces the task of optimizing the existing electronic document management and creating it for those ministries and departments that are not fully involved in it. It is necessary to develop uniform forms of documents, messages, data formats, standards and rules that define the interfaces of information interaction at the interdepartmental and interstate levels. The Eurasian Economic Union also faces the task of optimizing the existing electronic document management and creating it for those ministries and departments that are not fully involved in it. It is necessary to develop uniform forms of documents, messages, data formats, standards and rules that define the interfaces of information interaction at the interdepartmental and interstate levels (Urazova: 2020).

The interaction between all nodes of the Integrated Information System of Foreign and Domestic Trade should be ensured through the creation and use of integration segments, which are a combination of a secure data transmission system and integration gateways that are part of each of the nodes of the Integrated Information System of Foreign and Domestic Trade (Pak, 2017: 142-145).

#### **Organization of interaction between customs authorities and participants in foreign economic activity.**

At the present stage of the development of the international trading system, an equally important direction in the development of national customs regulation systems is the organization of interaction between customs authorities and participants in foreign economic activity, which allows ensuring the security of the international supply chain and at the same time simplifying customs formalities for conscientious participants in foreign trade activities.

The basic tendency of the development of the mechanism of customs regulation in developed foreign countries is the active interaction with participants in foreign economic activity, associations and non-profit organizations uniting representatives of a near-customs business, owners of customs and logistics infrastructure. The key participants in this interaction in the leading states, most closely interacting with the customs authorities in the implementation of foreign trade operations, are customs representatives (customs agencies in the EU are analogous) and authorized economic operators (Ismayil, 2019).

The new Customs Code of the Eurasian Economic Union lays the foundation for improving the institution of authorized economic operators (AEOs) – the list of persons eligible to receive this status has been substantially expanded, a multi-level system of AEOs status has been developed, the conditions for assigning such a status and, depending on it, the types and amount of simplifications are established a full list of conditions for obtaining this status, not expandable at the national level (Vinokurov, 2012: 97-99).

At the same time, strict requirements are maintained for the activities of customs representatives and authorized economic operators, which include the following:

1. Numerous conditions for inclusion in the relevant registers, primarily financial, entailing a “freeze” of significant cash assets in order to ensure payment of customs duties or the costs of obtaining a bank guarantee or guarantee;

2. the possibility of exclusion of persons from the register when repeatedly brought to administrative responsibility, the probability of which is very high with significant volumes of declaration;

3. the complicated procedure for including AEOs in the corresponding register, the impossibility of organizing this process on the basis of electronic and interagency interaction. As a result, the ability of customs authorities to develop partnerships with the business community is reduced, and the saved resources of customs authorities do not allow for the effectiveness of customs regulation for those participants of foreign economic activity who do not have AEO status and, therefore, pose a greater risk for customs authorities in terms of non-compliance with customs legislation (Skriba, 2016: 67-76).

As an indicator of the progress in improving the EAEU transport system, we can consider the volume of cargo transportation by all modes of transport, which reached 12.4 billion tons in 2017, which is 2.6% higher than in 2016. According to January - June 2018, growth continued and amounted to 3.7% compared to the corresponding period of 2017 (Eurasian Economic Union: figures and facts, 2020). Russia and Kazakhstan, which together account for 96% of all freight traffic, are the undoubted leaders in this indicator. Kyrgyzstan and Armenia play an insignificant role in freight traffic, however, Armenia in five years has reduced its backlog from Kyrgyzstan both due to more than twofold growth and due to a decrease in freight traffic in Kyrgyzstan by about a quarter (according to data for January - June 2018, the volume of traffic freight by all modes of transport amounted to 14.4 million tons) (Eurasian Economic Union: figures and facts, 2020).

During the existence of the EAEU, freight turnover increased by 6.9%, reaching 6172 billion ton-km in 2017 (Table 2). Relative to 2013, in all countries (with the exception of Kyrgyzstan), growth was recorded in 2017. The leader in this indicator is Russia, which is caused by the characteristics of the state: vast territories and a wide transport network. In the first two quarters of 2018, growth was observed relative to the corresponding period of the previous year in all countries, with the exception of Armenia, where freight turnover decreased by 3.9% (Vinokurov, 2019).

#### **Problems of transporting cars from Armenia and Kyrgyzstan to Kazakhstan.**

One of the most discussed topics of the January of 2020 in Kazakhstan was the registration of cars with foreign license plates imported from Armenia and Kyrgyzstan. Until the beginning of 2020, Kazakhstanis bought cheap used cars in these countries, taking advantage of the transitional period that was in force in these countries when they joined the Eurasian Economic Union. On January 1, this period ended, and the Ministry of Internal Affairs of the Republic of Kazakhstan reminded citizens of the need to register imported cars in accordance with the law. Officials believe that the lack of Kazakhstan license plates allows drivers not to pay fines for violating traffic rules. In addition, the machines themselves may not meet the technical and environmental requirements of Kazakhstan.

The actions of the Ministry of Internal Affairs, which has already announced plans to conduct raids on cars with foreign license plates, have provoked resistance from car owners. They say that registration of cars for primary registration in Kazakhstan, at home - customs clearance, will cost more than the cost of the cars themselves. In total, there can be up to 170 thousand such vehicles with numbers of other countries participating in the EAEU in Kazakhstan. But there are no exact statistics yet, and it is not clear how the state is going to solve this problem (Vladeltsy avto iz Armenii...).

The issue of importing cars from Kazakhstan into the EAEU is not the first time. Earlier, Kazakhstanis actively imported vehicles from Kyrgyzstan. This state, like Armenia, joined the EAEU later than Kazakhstan, Russia and Belarus. Therefore, the so-called transitional provisions were applied there, including on motor vehicles. Mostly these are lower customs duties, which made imported cars cheaper than in Kazakhstan.

The order was as follows. Cars for personal use imported and registered in Kyrgyzstan before January 1, 2014 were recognized as "EAEU goods". They were not subject to duties when selling to other countries of the union. Cars imported later were recognized as "goods" only when paying the difference between the rates of customs payments and taxes that were in force in Kyrgyzstan before joining the EAEU and are in effect now. In Kazakhstan, these cars are considered foreign. Another important limitation - cars imported into Armenia and Kyrgyzstan from 2014 to January 1, 2020, could be bought at the old customs tariffs only by citizens of the same countries or persons permanently residing there.

In 2017, raids on vehicles with Kyrgyz license plates began. Even then, officials spoke of the need to register a car according to Kazakhstan laws. In February 2017, the Almaty State Revenue Department, for example, reported that more than 300 vehicles with Kyrgyz license plates were detained during raids. The persons who controlled them were then brought to administrative responsibility. However, this, apparently, was only a one-time action. The problem of registering cars with foreign license plates was not resolved, and Kazakhstanis continued to buy used cars, but now not only in Kyrgyzstan, but also in Armenia (Токаев: avtomobili s...).

With the onset of 2020, transitional provisions upon entry into the EAEU ended for Armenia and Kyrgyzstan. Now, customs duties on the import of goods, including cars, should be aligned. Accordingly, the grace period for citizens of Armenia and Kyrgyzstan will end, during which they could import cars at low customs rates. It was because of the end of the transition period that the Ministry of Internal Affairs of Kazakhstan took on cars imported into the country. On January 14, the ministry appealed to Kazakhstanis to register vehicles registered in foreign countries. The ministry reminded that cars registered in Kyrgyzstan and Armenia from 2014 to January 1, 2020, can be temporarily imported into Kazakhstan without paying customs duties and other payments only by persons permanently residing in these countries. Now this loophole has closed. At the same time, this does not apply to cars with Russian and Belarusian license plates.

According to the laws of Kazakhstan, when buying cars in Armenia and Kyrgyzstan, citizens were required to register vehicles with customs duties and other payments. Registration must be carried out within 10 business days from the date of purchase of transport in the customs territory of the EAEU. If this norm is violated, the car owner will face a fine of 10 MCI, or 26,510 tenge, and the car will be taken for temporary storage until the registration problems are resolved (Токаев: avtomobili s...). According to the Ministry of Internal Affairs, one of the problems that arises due to the lack of registration of cars with foreign license plates is a matter of road safety. The police believe that a sense of impunity due to the lack of registration has led to the fact that more than 1.8 thousand traffic accidents were committed due to the fault of drivers of such vehicles. They killed 132 people, more than 500 were injured.

But there are other aspects of this story. One of them is the lack of receipt by the budget of customs and other payments that need to be paid at registration. There is no exact data on this subject either. But the authors of the Telegram channel Finance.kz calculated that the treasury could receive less than 300 billion tenge. For example, since 2015, the state has allocated five tranches of more than 60 billion tenge to the program of preferential car loans. Another side of the issue is the potential damage to Kazakhstan's automotive industry. Buying cars outside the country means that part of the potential customers actually left the Kazakhstani manufacturers. About this, for example, said the Vice Minister of Industry and Infrastructure Development Amaniyaz Yerzhanov in August 2019. According to him, if the import of used cars from Armenia continues, all the work to increase the production of cars and car lending measures will be wasted.

Indeed, the amount of customs clearance and registration of a used car imported from Kyrgyzstan or Armenia can be high. For example, the service of the State Revenue Committee of the Ministry of Finance calculated that for a car worth \$ 5,000 in 2012 with a 2-liter gasoline engine, the estimated amount of customs payments and taxes could be more than 4 million tenge. This is more than 10 thousand dollars, that is, two times more expensive than the car itself. In addition to the customs payments and taxes themselves, such as, for example, VAT, additional payments will need to be made. For example, for the certificate of vehicle safety and the installation of the EVAC button (this is an emergency call information system in case of accidents and disasters) you will have to pay about 300 thousand tenge (Registratsiya avto iz Armenii...).

What will be the actions of officials now, when it was officially announced about the raids and this decision has already met the resistance of car owners, it is difficult to predict. In fact, there may be several: hard to deal with cars with license plates of Armenia and Kyrgyzstan; to come up with a temporary registration system, which has already been announced by the Ministry of Internal Affairs, or to offer citizens a compromise. It can be either a cancellation of customs clearance for such vehicles imported in a certain period of time, or reduce the amount to an acceptable level. We can say that the current situation is

becoming a test for the state system. Whatever solution it chooses, it will not be beneficial for either side.

**Research Results.** Today, the formation of a single transport space in the territory of the Union faces a number of problems, both technical and political, related to the reluctance of individual states to create a competitive environment for their own national freight and passenger carriers. In general terms, the complex of barriers and risks facing the Union in terms of improving Eurasian integration in the field of transport can be represented as follows:

- a relatively low level of development of transport and infrastructure potential at the EAEU level. This is an unsatisfactory condition of the track in certain regions (about 40% of the railways do not function in Armenia), and insufficient electrification of the lines (for example, in Belarus it makes up 25% of the total operational length of railway tracks) (Ivanov, 2019);

- insufficient level of development of the institutional and regulatory framework of the EAEU in the field of railway transport due to the low degree of unification of regulatory documents;

- asymmetry of information in the field of monitoring the development of infrastructure in the EAEU countries up to the provision of inaccurate information to regulatory authorities;

- the lack of communication channels between countries in the field of road construction and road transport, taking into account differences in the practice of road construction and their operation;

- low qualification of personnel serving transport and infrastructure construction;

- lack of working capital, limited banking system financing of infrastructure projects;

- Competition with Chinese carriers. The cheapness of Chinese freight services can seriously upset the balance in the Russian and Kazakh freight markets;

- restrictions on increasing transit freight traffic through the territory of Russia, including imbalances in the railway transport sector that impede the “containerization” of various items in export and domestic traffic (Role of Transport and Transit Corridors...).

#### **Integration development guidelines.**

To deepen and develop cooperation in the transport and logistics sphere in the EAEU, the following recommendations can be made.

- Further development of intergovernmental cooperation is necessary with the participation and under the auspices of the ECE. It is advisable for Kazakhstan to promote national interests through integration tools in the field of transport and transport infrastructure precisely in the framework of this interaction. Due to the difference in individual priorities and advantages of other EAEU countries, it is necessary to link the transport agenda with the infrastructure (primarily for Kazakhstan and Armenia), energy (for Kyrgyzstan), trade (for Belarus).

- It is advisable to launch niche initiatives to solve local problems and create a clear “history of integration success”. A promising area seems to be the study of the organization of joint educational programs in the Eurasia Logistics profile with the aim of exploring additional opportunities to improve the quality and efficiency of transportation in the EAEU.

- Targeted instruments are needed to ensure the potential of Kazakhstan and the EAEU in the field of transit of containerized cargo transportation, with an emphasis on rail transport. Achieving the growth of container turnover primarily depends on the increase in transit and containerization of exports and domestic turnover. To date, to ensure the growth of transit supplies, it is necessary, according to various estimates, to attract more than 1 million conventional containers (TEU), for containerization of domestic turnover and export - about 60 million tons or 4 million TEU (Research Strategies...).

The following is important for the harmonization of legal regulation and strategic planning of Kazakhstan and the EAEU.

- Following the creation of the new EAEU Customs Code, it is necessary to intensify the process of unification of the transport legislation of the EAEU countries and create permanent channels of communication on the application of the best world and regional practices in the construction and operation of infrastructure (primarily roads), which subsequently will lead to the creation of common technical standards.

- Of fundamental importance is a separate study of the issue of liberalization of air transport. In this direction, one should start by harmonizing the laws of the Member States

regarding civil aviation in the following areas: airworthiness of aircraft, issuing certificates to aviation personnel, flight safety management, safe transportation of dangerous goods by air, investigation of accidents and incidents (Joint Declaration of the...).

– It is advisable to develop the interaction of the EAEU countries in the field of joint export support, provided for by Art. 41 of the Treaty on the EAEU and Decision №2 of the Eurasian Intergovernmental Council dated May 29, 2015 adopted in order to implement this article. It is also recommended to use the potential of cooperation between the trade and diplomatic missions of the EAEU member states abroad regarding the organization and joint holding of exhibitions - fair and other image events.

**Conclusion.** Border and customs screening operations on the territory of the EAEU countries are currently not a serious barrier to the development of international transit and trade. The EAEU countries pursue a consistent policy to unify customs and border rules and documentation, improve regulations to reduce the time required to complete border and customs screening operations.

The Customs Code of the Eurasian Economic Union (EAEU TC), which entered into force on January 1, 2018, provides for:

- automation of all customs systems;
- transition to electronic declaration (refusal of paper media);
- during customs declaration, only a customs declaration in electronic form will be required (other documents - only as a last resort);
- use of the single window mechanism.

This will ensure:

- improvement of customs administration, taking into account the current level of development of information technology;
- maximum reduction of the national segment of customs regulation;
- widespread implementation of international experience and practice in the legislation of the EAEU countries.

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