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COMPREHENSIVE ANALYSIS AND ASSESSMENT OF CUSTOMS CLEARANCE IN CONTAINER TRANSPORTATION UNDER THE UNIFIED TRANSPORT SYSTEM IN AZERBAIJAN

Summary

The main purpose of the article is the possibilities of applying the international experience related to the customs control and customs clearance of the containers used in international cargo transportation, the directions for the improvement of the existing rules, taking into account the international reports and experiences for the development prospects of this system, are determined scientifically, and the mutual relations of the transport logistics and the customs work are analyzed.

Keywords: International cargo transportation, customs control, customs clearance, customs-tariff regulation, unified transport system.

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Intradaction

It is extremely necessary to examine the international experience and determine the possibilities of its application in connection with customs control and customs clearance of containers used in international cargo transportation.

Thus, in the country's customs sector, the analysis and assessment of customs-tariff regulation in container transportation under the unified transport system, customs control and documentation, the current situation of all types of cargo transported through transport in our country and the issues of customs documentation for international cargo transportation, the regulation of the mentioned directions with international and national normative technical and normative legal acts, and the facilitation of existing trade are of great importance.

In the conditions of the globalized world economy, the transit of goods and cargo around the world is in a mode of intense competition. The relevance of the development of container transport increases in the context of the presence of container transport, which is actually the main way of transporting goods in the transit of the

Europe-Asia transport corridor. Containerization is one of the main directions of technical progress in the organization of transportation, protection and storage of goods, which helps to rationalize and optimize transportation processes. Currently, the customs tariff regulation mechanism, which can function effectively, has an important role in ensuring the economic security and protecting the economic interests of our Republic. The resolution "On International Economic Security" adopted by the UN General Assembly in 1985 specifically emphasizes that customs tariffs play an important role in strengthening the economic security of states [10].

Considering its functional orientation, the customs tariff policy is considered a system of economic and foreign economic policy measures implemented by the state in the field of customs taxation, control and customs clearance. Based on this definition, the author unambiguously evaluates the state's activity in the implementation of the customs tariff policy.

In customs procedures, relevant definitions are used in different ways. At the same time, the concept of customs policy should not be limited to the technical capabilities of customs activities

at the border (customs payments, customs control, customs clearance, customs procedures). This concept is a system applied by the state to regulate foreign trade. Therefore, it is necessary to regularly pay attention to the efficient organization of procedures and to observe the relevant rules. Thus, this applied system should determine the strategic essence and tactics of regulation. Therefore, the main objectives of the customs policy are the following:

- participation in the implementation of trade and political tasks to protect the internal market;
- to stimulate the development of the country's economy;

Analiz

The goals of attracting private investments to the country's logistics sector and increasing the main trade, increasing state investments and coordinating activities have been determined.

The country's use of the East-West and North-South corridors will significantly increase trade turnover, including container shipping.

Many of the most profitable routes include trade with highly competitive China, and Azerbaijan's participation in these routes can create great opportunities for the development of trade. Between 2000 and 2005, the volume of cargo brought to Azerbaijan by sea transport increased significantly from 310,000 tons to 477,000 tons. This growth can be associated with the development of the oil and gas industry in Azerbaijan, which resulted in an increase in the demand for the import of raw materials and equipment. However, this trend has been reversed in recent years, and the volume of cargo imported by sea transport has decreased from 200.1 thousand tons in 2015 to 99.7 thousand tons in 2023.

Table 1

Sea transport import and export indicators (thousand tons)[Source 40]

Years	Import İdxal	Export İxrac
2000	310	477
2005	264	802
2010	1149.8	1128.2
2015	200.1	319
2020	330.8	312.8
2021	141	180.8
2022	156.2	145.1
2023	99.7	199.2

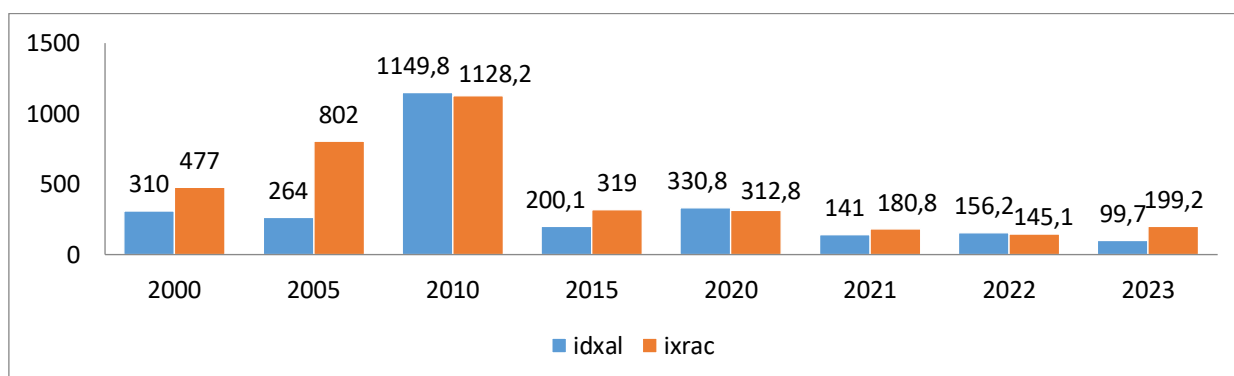


Chart 1. Sea transport import and export indicators (thousand tons)[Source 10]

On the other hand, the amount of cargo exported by sea transport in Azerbaijan was relatively low during the years shown in the table, and the highest in 2010 was 1128.2 thousand

tons. This may indicate that the economy of Azerbaijan is still carrying a heavy burden. Nevertheless, the volume of cargo exported by

sea transport is 145.1 thousand tons in 2022 and 199.2 thousand tons in 2023.

In 2016, tanker loads, bulk and container loads prevailed among the loads transported around the world. In 2021, the volume of cargo transported by tankers was 1.9 thousand tons, during 2022 (9 months), this figure was 2.3 thousand tons. Over the past 15 years, the volume of crude oil transportation has increased by 11%, transportation of refined petroleum products by 1.9 times, transportation of liquefied gas by 2.3 times, bulk cargo transportation by 2.4 times, grain by 1.5 times, and the volume of container transportation by 2.6 times.

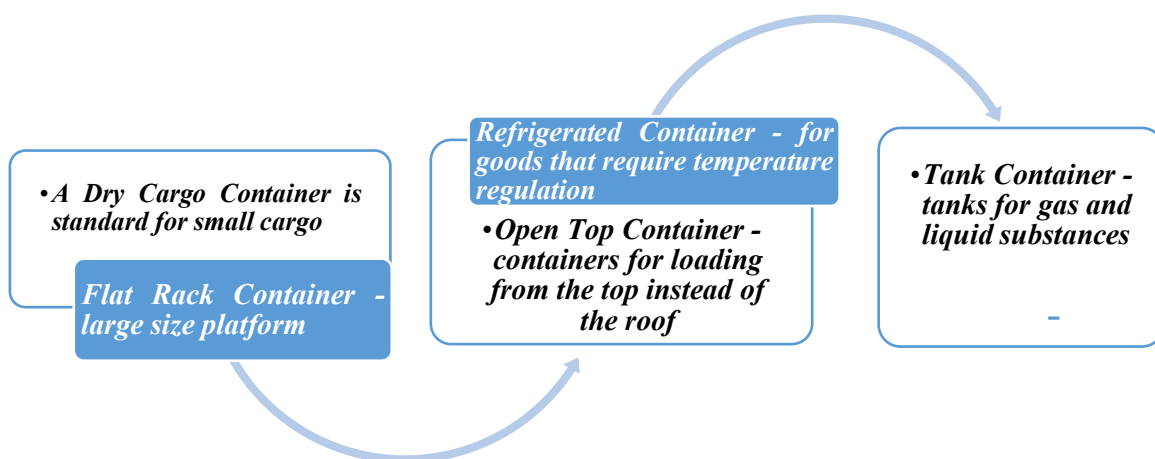
The volume of cargo transported by universal dry cargo ships was 1.04 thousand tons in 2021, 807 thousand tons in 2022 (9 months), the number of transported wagons was 30,466 units in 2021, 30,416 units in 2022 (9 months), and the number of motor vehicles was 30,893 in 2021. units, during the year 2022 (9 months), this number was 26,715 units. According to official data, during the first five months of 2022, 21,046 TEU equivalent containers were transported through Baku Port, which in turn resulted in an increase of 22.1% compared to the same period last year. It is predicted that this indicator will increase by the end of the year[11].

Thus, the analysis of transportation by different types of vehicles shows that in 2016, container transportation dominated, and in 2022,

21,046 TEU equivalent containers were transported. (Teu-Twenty foot equivalent unit). In 2024, the total volume of cargo transported through transport corridors was 33,258.0 thousand tons, and the cargo turnover was 13,198.3 million ton-km. Accordingly, compared to the same period of the previous year, an increase of 1.4 percent and 2.5 percent was

observed, respectively. The volume of cargo transported through the East-West transport corridor is 16982.4 thousand tons, through the Europe-Caucasus-Asia transport corridor 8322.3 thousand tons, the North-South transport corridor is 9896.5 thousand tons, the North-West transport corridor is 5984.9 thousand tons, and the volume of cargo transported through the Southwest transport corridor is 394.2 thousand made a ton. 15,277.6 thousand tons (46 percent) of cargo were transported by rail, 10,090.0 thousand tons (30.3 percent) by road, and 7,890.4 thousand tons (23.7 percent) by sea. 18,840.1 thousand tons (56.6 percent) of goods transported through transport corridors were made up of transit cargo.

Containers are actively used in the delivery of products by sea [9]. Reusable packaging makes it possible to transport almost all types of goods. According to their types, containers are divided into the following:



Source: Compiled by the author based on available data.

All modes of transport have their pros and cons. But sea transportation, especially container transportation, is higher and safer than other

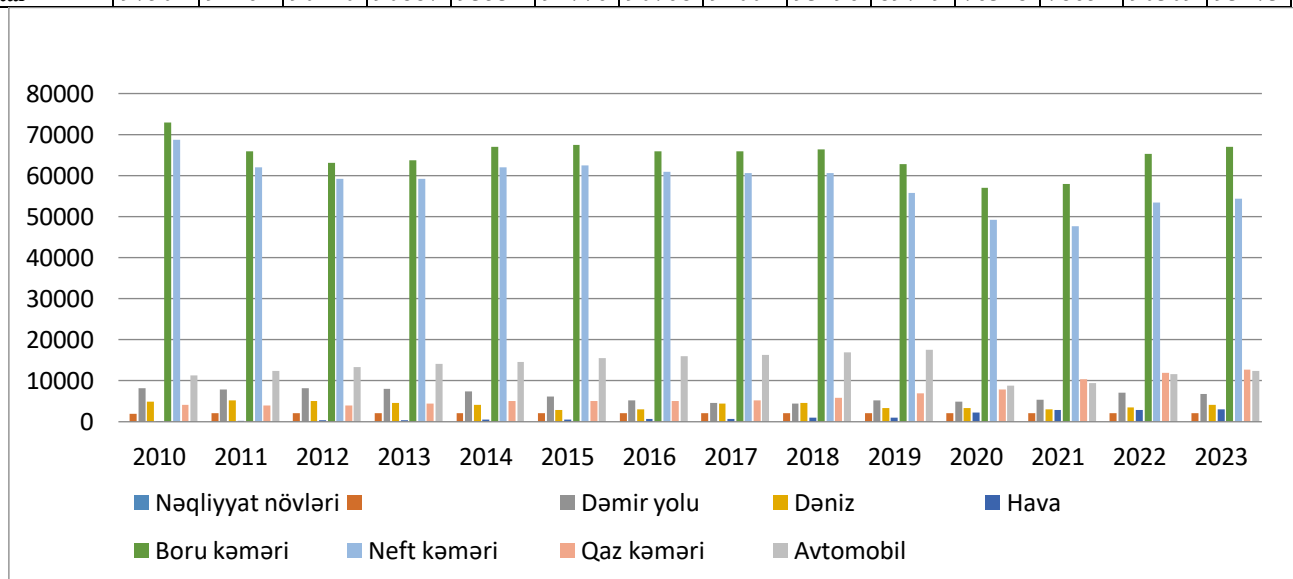
transportation methods among them, because the cargo is transported in closed containers. Container costs in foreign countries are almost

too low. The amount of cargo that can be placed in containers at one time is large, and the capacity of container ships is increasing day by day.

Table 2.

Freight turnover in the transport sector for 2010-2023 (million ton-km)[Source 8]

Types of transport	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Railway mir yolu	8250	7845	8212	7958	7371	6210	5192	4633	4492	5152	4861	5316	7097	6740
Sea	4859	5186	5062	4632	4124	2937	3002	4418	4576	3351	3299	3093	3438	4052
Weather	139	224	357	443	481	582	683	738	919	947	2302	2802	2838	3017
Pipeline	72931	65850	63172	63734	67039	67515	65924	65879	66452	62768	57065	58018	65333	67014
Oil pipeline	68804	61960	59171	59274	62030	62511	60907	60616	60658	55798	49271	47585	53364	54325
Gas pipeline	4127	3890	4001	4460	5009	5004	5017	5263	5794	6970	7794	10433	11969	12689
Car	11325	12356	13307	14120	14516	15532	15967	16334	16857	17531	8801	9425	11603	12450
Total	97504	91461	90110	90887	93531	92776	90768	92002	93296	89749	76328	78654	90309	93273



Graph 2010-2023 freight turnover in the transport sector (million ton-km) [Source 8]

It can be clearly seen that the tariffs for transporting containers are high compared to, for example, Georgia. Thus, the transportation tariff for a 40-foot and 20-foot container on the Baku-Aktau route is 1,200 and 600 dollars, respectively, and the transportation tariff for a 40-foot and 20-foot container on the Baku-Turkmanbaşı route is 1,000 and 500 dollars, respectively. At this time, the amount paid for transportation of a 40-foot container between Baku and Turkmenbashi port is 5.59 USD per nautical mile or 1,852 km. (The distance between

Baku-Turkmanbaşı ports is 179 nautical miles). Whereas short sea shipping costs around \$1.75 per nautical mile or 1,852 km for a 40-foot container between Batumi and Constanta ports (the distance between Batumi and Constanta ports is 628 nautical miles).

As a result of the analysis, it can be concluded that as a result of Azerbaijan Caspian Sea Shipping reaching a volume of 300-400 TEU during each shipment, for example, it is possible to reduce the transportation price of a 20-foot container on the Baku-Aktau route by 40% [22].

there is a sharp increase in transportation. According to experts, there is a sharp increase in the transportation of non-oil cargoes from the territory of Azerbaijan. At the same time, if the Alat free economic zone works at full capacity, the port of Baku will become more active.

Today, all the necessary work is being done to make Azerbaijan an important regional logistics center. According to the conducted studies, the opening of airports in the liberated territories of Azerbaijan (Fizuli 2021, Zangilan 2022, Lachin 2025), the expansion of the activity of the Alat free economic zone, the opening of the Zangezur corridor and, in parallel, the opening of the road through the territory of Iran that will connect the Nakhchivan Autonomous Republic with the main part of Azerbaijan are planned.

The result

At the end of the research work, the following conclusions can be reached by analyzing the literature summary and making the following suggestions for our research:

The results of the analysis show that cargo transportation by container ensures the satisfaction of its participants as a result of the simplification and acceleration of customs procedures, and prevents empty stops. In terms of ensuring the security of container transportation, it reflects the safe transportation under customs stamps and seals in accordance with the requirements of the WGT framework standards, which can ensure the protection of the cargo transported in any season of the year.

In addition to the creation of a simplified customs corridor between the governments of the Organization of Turkic States, the introduction of preferential conditions for container trade between these countries with low tariff rates and the creation of a lane for optimal loading when the temporary import is placed under the customs procedure and returned after reaching the destination will facilitate cargo transportation between these countries, will improve the position of the Logistics Efficiency Index among the countries of the world, the development of infrastructure along the Middle Corridor, the digitalization of transport, border and customs operations. will stipulate that this will create

ample opportunities for the increase of the transit potential along the transport route and the favorable integration of the participating countries into the regional and international transport systems.

In recent years, in connection with the restoration of the Great Silk Road, as a result of the intensification of cargo flows in the "Europe-Caucasus-Asia" transport corridor, ICT technologies should be developed with the aim of adapting the ships operating in the Caspian Sea basin to international standards, optimizing their operation, and reducing the time spent on customs operations during the reception and shipment of cargo in ports, in order for Azerbaijan to obtain high income from sea transportation and transit trade.

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КОМПЛЕКСНЫЙ АНАЛИЗ И ОЦЕНКА ТАМОЖЕННОГО ОФОРМЛЕНИЯ ПРИ КОНТЕЙНЕРНЫХ ПЕРЕВОЗКАХ В РАМКАХ ЕДИНОЙ ТРАНСПОРТНОЙ СИСТЕМЫ В АЗЕРБАЙДЖАНЕ

Резюме

Основная цель статьи - возможности применения международного опыта, связанного с таможенным контролем и таможенным оформлением контейнеров, используемых при международных грузоперевозках, научно определены направления совершенствования существующих правил с учетом международных отчетов и опыта для перспектив развития этой системы, а также проанализированы взаимоотношения транспортной логистики и таможенной работы.

Ключевые слова: международные грузоперевозки, таможенный контроль, таможенное оформление, таможенно-тарифное регулирование, единая транспортная система.

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AZƏRBAYCANDA VAHİD NƏQLİYYAT SİSTEMİ ÜZRƏ KONTEYNER DAŞIMAÇILIĞINDA KÖMRÜK RƏSMİLƏŞDİRİLMƏSİNİN KOMPLEKS TƏHLİLİ VƏ QIYMƏTLƏNDİRİLMƏSİ

Xülasə

Məqalənin əsas məqsədi, Beynəlxalq yük daşımalarında istifadə olunan konteynerlərə gömrük nəzarəti və gömrük rəsmiləşdirilməsi ilə əlaqədar beynəlxalq təcrübənin tətbiqi imkanları, bu sistemin inkişaf perspektivləri üçün beynəlxalq hesabatlar və təcrübələr nəzərə alınaraq mövcud qaydaların təkmilləşdirilməsi istiqamətləri müəyyən edilmiş, elmi cəhətdən əsaslandırılmış və nəqliyyat logistikası ilə gömrük işinin qarşılıqlı münasibətləri təhlil olunmuşdur.

Açar sözlər: Beynəlxalq yük daşımalar, gömrük nəzarəti, gömrük rəsmiləşdirilməsi, gömrük-tarif tənzimlənməsi, vahid nəqliyyat sistemi.