

## **PROBLEMS OF LOGISTICS PROCESSES IN INTERNATIONAL CUSTOMS TRANSPORTATION**

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Global development trends set new tasks to simplify logistics procedures for the supply of goods for import and export from the country, reduce the risks of violating the safety of residents, which requires the creation of electronic information systems that are functionally compatible with similar systems in different countries, accessible, manageable, secure, unified and controlled.

At the current stage of international relations, the problems of formation and development of the services market, in particular, transportation services, are especially relevant. The development of the international goods market and its saturation have led to an increase in demand for services, which has contributed to the intensive development of the international services market. It should be emphasized that international trade in services, unlike trade in goods, has the following features: it is regulated not at the border, but within the country by the relevant provisions and laws of the country's domestic legal framework; most types of international trade services are based on direct contacts between their producers and consumers; production and sale of services are more closely protected by the state than production and sales of goods. For example, transport and communications in most countries are fully or partially owned or controlled by the state; international trade in services is closely interconnected with trade in goods and has a strong influence on it; not all types of services, unlike goods, can be traded; in the context of saturation of the international market with goods and increased competition, transportation, forwarding, financing, etc. are becoming increasingly important.

International trade in services is a specific form of international division of labor. According to experts, this segment accounts for a quarter of all global trade. The main document governing international trade in services is the General Agreement on Trade in Services (GATS). According to the agreement itself, transportation services include all types of transportation services provided by residents of one country to residents of another country, including passenger transportation, cargo transportation (freight), vehicle rental with crew (charter transportation),

and related ancillary and support services.

The modern transportation system is characterized by a contradictory development trend. On the one hand, the transport process is accelerating, which is manifested in the construction of high-speed railways, high-speed specialized vessels, and the spread of container traffic. On the other hand, vessel speeds are decreasing to absorb the excess tonnage, and the decrease in speeds on other modes of transport is associated with a decrease in energy consumption; an aggravation of the contradiction between the faster development of rolling stock and the slower improvement of stationary facilities, linear and nodal elements of the system; an imbalance in the participation of developed and developing countries in international transportation. In addition, continuous transportation networks are developing rapidly, and telecommunications, transport, customs and delivery services are being developed and integrated. This, in turn, is leading to the transformation of e-commerce into an integral part of the basic transportation infrastructure, from the delivery of goods and services to the sales and marketing of transportation services. All of these circumstances serve to gradually transform transportation firms into information firms.

The analysis of the practice carried out by the World Trade Organization member countries has shown that all countries have a developed legal framework that protects national freight carriers. However, these countries are extremely cautious when assuming specific obligations under the General Agreement on Trade in Services. For example, in the group of developed countries, only five countries have assumed market access obligations in the area of national treatment for maritime transport; two countries – in the area of inland waterway transport; and only three – in the area of pipeline transport. Improving the functioning of transport systems is a factor in the development of foreign trade in goods, it contributes to the growth of foreign exchange earnings from transportation activities and an increase in national income. Any country needs a stable and efficient transportation system to support economic growth. Governments are interested in the cost-effective delivery of products to their own markets across the country, which ensures the availability of goods to consumers at reasonable prices.

Therefore, it can be concluded that in the future, transport systems will be perceived as a single transport network of transport operators directly responsible for the movement of passengers, cargo and transport infrastructure, and effectively interacting with related infrastructure industries and government institutions.