

**INTEGRATION OF CUSTOMS AND TRANSPORT LOGISTICS IN THE BORDER  
REGION**

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**Annotation.** Currently, in the context of international economic integration, measures are being taken to eliminate existing barriers in border regions, innovative technologies are being introduced in the field of customs administration, and proposals are being developed for the reorganization and modernization of customs, logistics, and transport infrastructure. However, experience shows that these actions will have a short-term effect or help reduce the time and financial costs of foreign economic activity participants when transporting goods flows across the customs borders of neighboring states.

**Keywords.** Customs, transport logistics, integration, infrastructure, rail, transit, border, experience, economic, international.

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The globalization of business, the development of international economic integration processes, as well as the increase in the volume of foreign trade flows determine the need to apply a logistical approach in the customs sphere. Currently, one of the important problems hindering the further development of logistics and the smooth movement of transit and foreign trade flows through the territory of the Republic of Uzbekistan is the current situation in the border regions of the country. This is due to the low capacity of checkpoints across the state border, which, in turn, creates serious obstacles to the formation of Uzbekistan's transit potential.

Currently, there is no publicly available information that accurately indicates the global percentage of cargo flowing to Uzbekistan through the World Customs Union (for example, the Eurasian Economic Union - EAEU).

However, based on several important indicators, it can be said:

- At the end of 2023, Uzbekistan's total trade turnover with EAEU members (Russia, Kazakhstan, Belarus, Armenia, Kyrgyzstan) was in the range of 25-35%.
- According to this trade volume, a significant portion of cargo transit is also carried out through the territories of the EAEU, but is protected by specific large parallel routes (for example, through Trans-Caspian, Iran, and Pakistan).

It is impossible to state the exact global percentage of cargo transit through the EAEU through Uzbekistan - there is no open statistics on this. However, depending on the form of trade, Uzbekistan accounts for approximately 25-35% of EAEU trade in its ports, and this share in freight turnover may also be close.

The main part of transit cargo transportation passing through the territory of the Republic of Uzbekistan and the Customs Union is carried out by sea. At the same time, the Republic of Uzbekistan has extensive opportunities for land transportation of transit cargo along the railways of Uzbekistan.

It should be noted that the actions of JSC "Uzbekistan Railways" are aimed at reducing the actual delivery time of goods along the railway. However, even if this positive result is achieved, the high competitiveness of the railway transit line will not be fully realized due to the significant time spent at customs borders. Thus, this necessitates a deeper integration of functional areas of customs and transport logistics in border areas, as well as the development

of methodological recommendations for resolving this situation[1]. Currently, in the context of international economic integration, measures are being taken to eliminate existing barriers in border regions, innovative technologies are being introduced in the field of customs administration, and proposals are being developed for the reorganization and modernization of customs, logistics, and transport infrastructure. However, experience shows that these actions will have a short-term effect or help reduce the time and financial costs of foreign economic activity participants in transporting goods flows across the customs borders of neighboring countries[2].

**Level of development of the scientific problem.** The theoretical foundations of international economic integration, its forms, goals, conditions, advantages and disadvantages are considered in the scientific works of a number of domestic and foreign scientists. However, the extent to which this integration process is capable of influencing the process of transporting foreign trade flows across the customs border and the extent to which the form of integration is capable of influencing narrow economic scientific directions - these issues are not reflected. In many scientific publications and official publications, methodological materials on the formation of the transit potential of the Republic of Uzbekistan and the development of customs, logistics, and transport infrastructure are presented in accordance with the topic. However, it can be said that this problem is not sufficiently developed and requires further research.

**Objectives and objectives of the study.** The purpose of the research is to develop scientific and methodological recommendations for the integration of functional areas of customs and transport logistics in the border region.

To achieve the set goal, the following tasks must be formulated and solved:

- the macroeconomic level of customs logistics, its essence, tasks, and subject composition are considered;
- a typology of logistics infrastructure objects in the customs sphere is proposed;
- the infrastructural features of customs and transport logistics in the field of railway freight transport should be disclosed;
- Identification of the main problems of developing the transit potential of the Republic of Uzbekistan;
- conducting a factor analysis of foreign trade flows processes in the border region;
- consideration of the features of the application of information technologies in the customs sphere;
- justification of the need to combine the functional directions of customs and transport logistics in the border region;
- development of proposals for the unification of information and logistics systems;
- methodological recommendations for increasing the throughput capacity of railway border checkpoints[3].

**The object of research** is the functional directions of customs and transport logistics in the border region.

**The subject of the research** is the specifics of customs logistics in the field of railway freight transportation.

The theoretical and methodological basis of the research is the results of fundamental and applied scientific works of scientists and specialists of the Republic of Uzbekistan and foreign countries in the field of customs, supply chain management, customs and transport logistics. The solution of scientific and practical problems is carried out using statistical analysis methods, economic and statistical methods, generalization methods, structural-analytical grouping, and expert evaluation methods[4].

The information base of the study is data from official customs statistics, legislative and other regulatory legal acts of the Customs Union and the Republic of Uzbekistan, materials of the periodical economic press, analytical reviews, and documents published in official electronic publications on the Internet[5].

**The scientific novelty of the research results** is due to the need to integrate the functional directions of customs and transport logistics in the border region through the application of innovative technologies and information systems, the development of customs-logistics and transport infrastructure.

**Research results:**

- implementation of a typology of logistics infrastructure objects in the customs sphere by types of ownership, types of logistics operations carried out, types of economic flows, nationality, types of transport, territorial affiliation, which will allow the development of methodological recommendations for increasing the throughput capacity of railway border crossings;
- identification and differentiation of factors influencing the timing and quality of customs clearance at the checkpoint of railway trains across the state border;
- justification of the need and main directions for the integration of functional areas of customs and transport logistics of the border territory, taking into account the need to minimize time expenditures in the interaction of customs authorities, railway representatives, and participants in foreign economic activity;
- the proposed algorithm for carrying out operations for processing vehicles using the technology of remote identification of rolling stock numbers at the point of crossing the railway border, which allows automating the process of tracking the flow of goods across the state border;
- Methodological recommendations should be developed for the implementation of a set of measures to increase the throughput capacity of border crossing points, taking into account the technological characteristics of railway transport, the specifics of customs administration of imported and exported cargo, and the need to organize electronic interaction[6].

Theoretical and practical significance of the research. The theoretical significance of the research is substantiated by the following:

- defining the scientific and methodological foundations for the integration of functional areas of customs and transport logistics in the border region;
- determination of the necessary conditions for the further innovative development of integration processes of functional areas of customs and transport logistics in the field of railway freight transportation;
- decision in favor of applying a comprehensive approach in the development of methodological recommendations for increasing the throughput capacity of railway border crossings[7].

The practical significance of the research lies in the implementation of organizational changes at checkpoints across the state border, the targeted direction of proposals for increasing their throughput capacity. The scientific and theoretical developments proposed in the work can be used in planning and distributing the operations and capabilities of border crossing points, in order to improve their qualitative and quantitative indicators.

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