

## Improvement of customs services in the development of the tourism network in Uzbekistan

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### Abstract

*This article reveals the trends in the development of customs services in the development of the national tourism network. The main criteria of the customs service are presented. The main problematic issues of modeling the open and confidential components of the customs service and developing its database management algorithm have been formulated.*

**Keywords:** *Tourism, customs, service, service, transport operations, law, population.*

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### INTRODUCTION.

Since coming to power, the head of our state has started the practice of addressing the people and the parliament, which is considered unique in the practice of statehood. With this, the direct and reliable communication of the President with the people was established. The petition, in turn, has become a program that serves to increase the legal culture, political-legal consciousness and civil activity of the population. In the appeal, the importance of achieving the stability of the society and the state in order to solve the most important issues related to the development of the country while satisfying the people was specially recognized.

The speed of carrying out customs operations is one of the main criteria of their efficiency. For this reason, activities aimed at reducing the time associated with the implementation of customs operations during the transportation of goods across the customs border are regularly organized. Reducing the number of documents submitted by the participant of foreign economic activity during customs clearance and their digitization is one of the effective ways to reduce the time required for customs operations.

Usually, when the vehicle crosses the customs border, the automated information system of the customs authorities serves as the main means of carrying out customs operations. The experience of developed countries shows that a number of automated information systems are being used in the practice of customs authorities. For example, NCTS has been introduced in the European Union countries, ATS-L in the USA, EAIS and other information systems in Russia.

Today, the process of globalization covers every sector and does not leave aside the issue of customs regulation. Mutual economic integration, the increase of electronic commerce, the

development of digital systems, the reduction of the human factor, in turn, require coordination of the activities of customs authorities on the basis of foreign experience.

If we analyze the effectiveness of the customs administration, "Digital customs", which is one of the current issues, is of particular importance. In the 2020 report of the United Nations, Denmark, South Korea, Estonia, Finland, Australia, Sweden are the leading countries in the development of e-government. countries occupy the top positions. (During the preparation of this report, the digitalization of customs services and the possibilities of using the Internet are directly evaluated.) Because the full operation of the electronic government in these countries and the level of use of information technologies by specialists allow timely and high-quality implementation of customs clearance and customs control.

Conducting foreign trade relations of the Republic of Uzbekistan with other countries, in this regard, the task of the customs authorities is to provide the higher authorities of the state with information about foreign trade, customs payments falling into the state budget, taxes, and the state of currency control, collecting information about goods and vehicles transported across the customs border. , summarizing and processing them, requires keeping customs statistics.

Customs clearance can make a significant difference to reliable delivery and cost of ownership, but many companies are still hesitant to set up their own customs services. Thanks to advances in digitization, now is the time to give this issue the attention it deserves.

A lot of effort has gone into optimizing and digitizing distribution chains, but the customs process hasn't changed much. The role of customs service provider, often considered a bureaucratic and complex job, emerged in response. They operate as independent private sector entities or as a division of large logistics companies that offer customs services as an additional feature. Customs service providers primarily act as intermediaries between business entities and customs officials.

Interactions between clients and service providers are often bureaucratic, as are the actions and procedures of authorities.

It would be wrong to simply aggregate the aggregate data on the value of goods to obtain information on foreign trade turnover. Because these values are formed on a different basis and are directly affected by various commercial terms of delivery of goods specified in foreign trade agreements.

A few years ago, Singaporean and US authorities were the first to implement digital transformation in the customs sector. The systems, processes and procedures they implement differ significantly, but the goal is the same: to implement digital solutions to make their services more efficient and easier for customers.

This raises the question of how customs service providers will need to change their business models to be relevant in tomorrow's global supply chains and to remain competitive in this market.

The number of information systems introduced into the activities of customs bodies has increased to 67, and the number of interactive services provided to business entities and individuals has increased to 33. These information systems have been integrated with the relevant structures of 21 control bodies, and interdepartmental exchange of information has been established.

As a result of the introduction of a risk management system based on this set of standards and recommendations in our country starting from 2018, the clearance time in export - by 4.5 times, in import - by 2 times, the number of customs examinations decreased by 6 times, and the efficiency of customs control increased by 4 times.

Currently, the customs infrastructure is a multi-sectoral socio-economic system that solves a set of tasks related to the provision of strategic interests of the state in border regions and in general. Its quality and effectiveness depend on the socio-economic development of the border regions, which shows the existence of effects on the socio-economic complex of the region. among the positive effects, first of all, it should be noted that the expansion of trade relations carried out across state borders creates conditions for promotion of employment relations and the development of the regional economy, and as a result, the amount of payments transferred to the state budget increases due to the multiplier effect of national and international trade growth.

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