

Ways to Increase and Improve the Place of Transport Logistics in The Economy

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Abstract: This article discusses ways to increase and improve the role of transport logistics in the economy. The role of transport logistics in the economy is also analyzed. In addition, in recent years, conclusions and proposals have been made on the development of transport and communications in the country, ensuring a high level of traffic safety, improving the management system in the field of transport.

Keywords: transport logistics, logistics, logistics activities, Logistics companies, transport sector, transport communications

Introduction

The Action Strategy for the five priority areas of development of the Republic of Uzbekistan for 2017-2021 states: , increase the efficiency of existing zones, the organization of clusters, the rapid development of the service sector, increase the role and share of services in GDP, radically change the structure of services, primarily through modern high-tech services, logistics and Further development of transport infrastructure, introduction of digitization methods in the economy, social sphere, management system, storage, transportation and sale of agricultural products, financial and other modern further expansion of the market services infrastructure ”[1].

Logistics studies complex production and sales complexes, which carry out organizational and economic activities in the field of supply, basic production, transport and sales. The distinctive features of these complexes are: the spread of fixed assets and working groups over a large area; high stock capacity of the main part of technical means; the mobility of some elements of the logistics system and the strong dependence of others on a particular geographical area; depends on the performance of a large number of mixed systems (shippers, consignees, resource suppliers, etc.). The features considered are material and information in the logistics system. influences the passage and volume of flows, and determines the nature of the conciliatory and economic relations that occur between the individual links of the material-carrying chain. In particular, at the end of 2020, Uzbekistan Airways transported 41.7 thousand tons of cargo, which is 1.45 times more than in 2019. Additional charter agreements were signed last year for Istanbul, Urumqi, Ostrava, Shanghai, Seoul, Delhi, Shijiazhuang, and Leh to increase freight traffic.

As a result of this work, the monthly freight revenue will reach 1.3 million. \$ 5.7 million. dollars. In 2021, it is planned to carry 1,963,000 passengers and 42.5 thousand tons of cargo (including paid baggage and mail) through 12,268 flights. In order to further increase the volume of cargo this year, Tashkent-Hong Kong-Tashkent-Tel Aviv-Tashkent and Tashkent Hong Kong-Tashkent-Kiev-Tashkent will operate new routes, carrying 2,000 tons of cargo and 5.8 million tons of cargo. In addition, within the framework of the International Industrial Exhibition "Innoprom-2021", which took place on April 6 this year in Tashkent, a meeting was held between representatives of JSC "Uzbekistan Railways" and the Russian company "RJD Logistics". It was agreed to organize Agro-Express trains for transportation of food products, including agricultural products in special refrigerated containers. This new direction will have a positive impact on the development of Uzbekistan's exports, especially fruit and vegetable exports. The response to the parliamentary inquiry also provided information on the work being done to transfer exported goods from neighboring countries by rail at preferential prices.

As a result of meetings between the Ministry of Transport and JSC "Uzbekistan Railways" with the railway administrations of the CIS, Iran and the Baltic States, a number of discounts for 2021 were obtained. This will increase the export potential of local producers and further strengthen the competitiveness of Uzbek products [3].

Also, the Ministry of Transport is currently working on the creation of new transport and transit corridors "Mazar-e-Sharif-Kabul-Peshawar" and "China-Kyrgyzstan-Uzbekistan" at the initiative of the President. In particular, the construction of the Mazar-e-Sharif-Kabul-Peshawar railway is the closest way for Uzbekistan and Central Asia to access the world's oceans, providing an integral link between the South Asian railway system and the Central Asian and Eurasian railways. This, in turn, will serve to dramatically increase the transit potential of our country. As a result of the project, shipments from Pakistan to Uzbekistan will take 3-5 days instead of 35 days.

The implementation of the China-Kyrgyzstan-Uzbekistan railway project will create a new international transport corridor for the transportation of goods from the Pacific Asia and China through Kyrgyzstan and Uzbekistan to European countries. In addition, the delivery time will be sharply reduced, which will further increase the transit potential of Uzbekistan.

Analysis of the relevant literature

A lot of scientific work has been done on logistics and its activities, books have been written and descriptions have been given. According to James S. Johnson, one of the European economists, "Logistics is the study of the economic efficiency of processing products and preparing them as finished products" [4]. Analyzing this definition, market relations are very complex and it is almost impossible for logistics activities to serve all market relations. For example, not all regions of the country are equally developed, in some regions mutual trade and participation in logistics activities in other market relations is not well developed. In the field of improving non-traditional methods of financing logistics activities, American economists J.U.Feni, and P.D. Johnson described venture capital as equity financing for small businesses and logistics enterprises [5]. Uzbek economists B.T. Salimov and M.S. According to Yusupov, "In logistics, information was provided on the areas of state support for the cultivation and export of fruits and vegetables [6]. Uzbek economists Khodjaev F.E. Pulatkhodjaeva DM Economic logistics is formed mainly in four stages. These are financial, commercial, information, service logistics. Commercial and service logistics play a key role in this system. It examines the legal organization of material flows, the financial, information, and service flows that track material flows [7].

Research methodology

The study used scientific abstraction, grouping, comparison, retrospective and prospective, empirical analysis, and other methods. The article substantiates the importance and necessity of foreign experience in financing logistics companies in the development of the country's economy using the method of scientific abstraction, and the scientific and practical importance of improving the organizational and legal framework of non-traditional methods of financing logistics companies. Also, the comparative method of comparing the organizational and legal framework of methods of financing logistics in the world practice and in developed countries with the existing bases in our country was formed.

Analysis and results

In recent years, the country has taken large-scale measures aimed at developing the transport and communications sector, ensuring a high level of transport safety, improving the management system in the transport sector, training qualified specialists for the industry.

Current trends in economic development and ongoing reforms show the importance of formulating and implementing a unified transport policy aimed at ensuring the quality and popularity of transport services, taking into account the geographical location of the country, the introduction of modern technologies and intelligent management systems.

Cost management and financing is one of the most important competitive factors in the logistics industry as well as in various fields. Logistics companies or logistics service providers are looking for ways to reduce their costs and increase their revenue in order to move forward among others in this increasingly intense competitive environment. Since logistics service organizers are involved in several stages of the supply chain, this goal is not only beneficial for them, but also expedient for other parties in the supply chain. However, in practice, there is a lack of research on logistics service providers and cost management. In particular, existing research shows that a comprehensive, systematic analysis of the cost structure of logistics service providers is insufficient in the field of logistics. In this context, these ongoing studies examine the cost structure and financing of logistics companies [8]. Many universities have a specialization in "logistics" along with computer science and marketing for the training of management staff, and graduates are given the appropriate specialization. Reforms in the higher education system of our country have affected the organization of educational processes in the training of specialists for the expanded spheres of production and communication. "Commercial logistics" - logistics activities in the field of commercial activity. But "commerce" is widespread in our minds, it is a complex of large-scale trade, trade problems. The trade sector is a direct relationship with a wide range of commercial customers, which is skillfully separated from production not only in our country, but also in the West, for various reasons and consequences. In this case, the "commercial" quality of logistics may be more appropriate. For example, to the Faculty of Economics of the Institute of Commerce, which is prepared only for trade and commerce, the economist is trained to conduct brokerage between traders. We know that the main cargo turnover is air transport in 2015, 131.1 bln. t-km, by 2020 this figure will be 219.0. t-km (Table 1) [9].

Table 1 Freight and freight turnover by mode of transport

	2014	2015	2016	2017	2018	2019	2020
Shipments, bln t.	1 000,4	1 070,5	1 132,5	1 146,2	1 243,0	1 319,8	1 366,7
including transport:							
railway	65,7	67,2	67,6	67,9	68,4	70,1	70,6
car	868,9 ^{*)}	943,3 ^{*)}	1002,8 ^{*)}	1 013,1	1 102,2	1 177,7	1 238,2
pipeline	65,8	60,0	62,2	65,1	72,4	72,0	57,9
airline, thousand	23,0	24,6	26,5	26,4	13,1	10,4	5,3
Cargo turnover, bln. t-km	66,2	65,8	65,3	66,9	71,3	72,6	66,9
including transport:							
railway	22,9	22,9	22,9	22,9	22,9	23,4	23,6
car	11,9 ^{*)}	12,8 ^{*)}	13,3 ^{*)}	13,6	14,6	15,9	16,2
pipeline	31,2	30,0	28,9	30,2	33,6	33,2	26,8
airline, mln. t-km	125,1	131,1	132,2	156,9	123,5	119,0	219,0

Note: *) Data have been updated since 2010 due to changes in the methodology for calculating individual activities.

Based on this, today the successful implementation of all our plans for the modernization and renewal of our country, the creation of a new Uzbekistan, the formation of a qualitatively new, modern structure of our economy, the integrated development of our regions will boost the road transport and communication infrastructure. It is inextricably linked to the development of horses. In recent years, the rapid development of logistics, clusters, innovation, digitalization in Uzbekistan has become one of the priorities of state economic policy [10]. This is due to the fact that digitalization contributes to the development of the competitiveness of the economy, increasing the level of human development, employment of young people, the growth of labor productivity. a long-term strategic state requires the development of innovation policy and the digitization of our economy. By type of transport, passenger transport is road transport. From 5293.2 million in 2015, we can see that by 2020 it will reach 5,248.5 million (Table 2).

Table 2 Passenger traffic and passenger turnover by modes of transport

	2015	2016	2017	2018	2019	2020
Carried passengers, million	5 380,0	5 560,4	5 679,0	5 951,5	6 025,1	5 295,9
including transport:						
railway	20,1	20,5	21,1	22,1	22,9	6,2
car	5293,2 ^{*)}	5480,8 ^{*)}	5 591,3	5 852,8	5 915,2	5 248,5
trolleybus	0,8	0,8	0,5	0,5	0,7	0,3
tram	11,4	2,7	2,3	4,4	3,8	1,2
metropolitan	52,3	53,5	61,6	69,1	79,2	38,8
airline	2,2	2,1	2,2	2,6	3,2	0,9
Passenger turnover, billion passenger-km	120,1	126,0	130,0	135,3	140,1	118,3
including transport:						
railway	3,8	4,0	4,3	4,3	4,4	1,8
car	109,1 ^{*)}	114,9 ^{*)}	117,7	121,6	124,1	113,2
trolleybus	0,02	0,02	0,01	0,02	0,02	0,01
tram	0,04	0,01	0,01	0,03	0,02	0,004
metropolitan	0,4	0,4	0,5	0,5	0,6	0,3
airline	6,8	6,7	7,5	8,8	11,0	3,0

Note: *) Data have been updated since 2010 due to changes in the methodology for calculating individual activities.

A logistics operation is a set of specialized operations aimed at processing a material or information flow. Examples of logistics operations on material flows include warehousing, transportation, packaging, and so on. Logistics operations on information flows include the collection, processing and transfer of necessary information. Logistics operations are divided into internal and external types. External logistics operations include all activities in the field of supply and sales of finished products, while internal operations include the management of material flow in production. In addition, the logistics operation can be unilateral or bilateral, in which case the right to own the product passes from one legal entity to another. Within the logistics boundary, production consumption is dyed at all stages of the material flow movement. Only. at the final stage of the last logistics chain, material flows fall into the non-manufacturing consumer sector. Logistic chain production can also end in consumption.

For example, the movement of energy carriers - the flow of coal from a coal mine to the production consumption ends with the transfer of heat to a thermal power plant or an industrial enterprise. production consumption includes the processing of material flow at the center of distribution. For example, sorting, packaging, batching, storage, assembly, packaging, relocation, etc. The complex of this operation constitutes the production process within the transaction. Material flow is the object of labor. During the movement of the product it is raw materials, semi-finished products. etc. may be ready-made consumer goods at the stage of commodity movement. The material flow supplier and the consumer form two micrologistics systems that are connected to each other through a logistics channel or logistics distribution. The current increase in logistics is primarily due to economic reasons. The growth of industrial production and the expansion of national and global economic ties require more attention to reduce market costs.

Conclusion

Creating a transport and logistics cluster requires significant resources, localization and concentration of capital, and the involvement of other stakeholders. Its formation affects the interests of different social groups. Usually, neither business nor the state is able to create all the necessary conditions for the formation of a cluster on its own. A modern transport and logistics cluster can be created only in the framework of a constructive, mutually beneficial and long-term partnership between government and business circles. Organizational relations in the transport and logistics cluster should be built in such a way as to ensure the compatibility of the interests of business entities and government agencies [11].

Cluster policy for the development of the transport industry in Uzbekistan is reflected in a number of national strategies, regional strategies at the Central Asian level, development programs, in particular, the concept of long-term development until 2040, the transport strategy of Uzbekistan until 2035. should be reflected. It is expedient to develop guidelines for the implementation of transit policy, cluster policy of the Republic of Uzbekistan (in terms of development of transit and transport and logistics capacity). Effective development of cluster types is a modern requirement.

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