

NEW PROSPECTS OF USING NEW LOGISTICS SERVICES

Karriyeva Yakutkhan Karimovna

Professor, Tashkent State University of Economics

ABSTRACT

The article reflects the main ways of ensuring the stability of social and economic growth of the region through the export and import of products with high added value that match the conjuncture of domestic and foreign markets by increasing the efficiency of transport and logistics services based on an innovative approach.

Key words: *innovative approach, logistics, product, service, market conjuncture, added value, export, import, economic growth.*

It is known that the transport and logistics system, which is its lifeblood, is very important in the development of the economy of each country.

Quality provision of transport and logistics services at the national, regional and international levels is becoming more and more important in the world, especially in the context of globalization. In this process, the market of motor transport services took place as an important segment, "its share in the world gross domestic product was 6.8 percent" [3]. Today, the importance of transport infrastructure is increasing in the processes of globalization taking place in the world.

The task of improving the activities of this sector is carried out by the global transport and logistic system. According to the data of the World Bank Group, the amount of world transport services in GDP is 4.2 trillion. Estimated in the amount of US dollars (6.8%), it is 110 billion per year. tons of cargo and 1 trillion. more than 100 million passengers are transported, the number of employees employed in the transport infrastructure is 100 million. constitutes a person [9]. In addition, transport, including motor transport, consumes a large part of energy and natural resources, and has a significant impact on the rapid development of other sectors.

According to the results of the analysis, the share of the transport sector in the cost of products and services in developed countries is 8-9 percent, and this indicator is 1.5 percent in countries without direct access to sea routes. is twice as high. These, in turn, make the need to effectively use the competitive potential of transport-logistics enterprises even more urgent. By optimizing the movement of finished products and raw materials in the domestic market, an efficient transport-logistics system ensures the delivery of goods and services in favorable conditions and at low prices for customers, and stimulates competition in the market. In the foreign market, it increases the country's economic competitiveness and accelerates the process of integration into the world economy.

It is worth noting that in the Address of the President of the Republic of Uzbekistan to the Oliy Majlis, the improvement of the transport and logistics system in our country is an urgent issue, there are difficulties in exporting products due to the limited access to the sea, the need to create modern logistics routes for the export of our goods, The Cabinet of Ministers should conduct negotiations on the transfer of export goods from neighboring countries at preferential prices, and at the same time, take measures to raise our position in the "Logistics Efficiency Index" of the World Bank by at least 20 positions. issues were raised. It can be noted that within the framework of the effective use of the mechanisms of parliamentary control in ensuring the implementation of the specified tasks, transport and logistics companies in our country are among the most pressing issues of today.

LITERATURE ANALYSIS AND METHODS

In the current globalization conditions, rapid growth in the world, many approaches to development require collective coordination. It is known that the role of logistics infrastructures, which are organized with modern approaches such as free economic zones, technology parks, clusters, corporations, in the development of industries and specialties, is incomparable. Regular analysis and effective use of the laws related to the formation and development of the innovative environment in each field is a requirement of today. Because innovation is a product of active cooperation of scientific research, science, education and production, starting from an idea that arose due to a complete concentrated integration of knowledge, a factor that ensures a full and prosperous life based on innovations, socio-economic growth. From this point of view, foreign researchers describe these scientific directions in separate and systematic descriptions of logistics issues. Theoretical Aspects of Perfect Logistics D. Bowersox, M. Linders, LB Mirotn, D. Waters, K. Laynos, M. Gillingham, Dj.R. Stock, DM Lambert, AM Gadjinskogo, AG Kalchenko, TV Kosarev, MA Oklander, VI

Covered in works of AN Rodnikov, Sergeyev, AD Chudakov, NI and others.

In particular, according to D. Bauersox, logistics infrastructure facilities, information media, transport companies and their capabilities, warehouses, cargo transportation, packaging, inventory management, cargo loading and unloading terminals and retail stores. In the opinion of the author, it is necessary to determine the number of objects (warehouse complexes) with a certain geographical location and calculate the stock of products stored in each place when organizing the logistics infrastructure. At the same time, the author specifically notes the transport logistics infrastructure, which includes transport networks, vehicles and transport companies [2].

AD Chudakov understands logistics infrastructure as participants in the supply chain of suppliers of material and technical resources, producers of finished products and consumers of products. From this point of view, the author emphasizes that logistics infrastructure includes all areas (subsystems) of logistics. These are: material and technical supply, transport and storage, inventory management, marketing activities [7].

Taking into account the above points, in our opinion, logistics is the art of accurate calculation, the infrastructure of a rational management system, the buildings and structures, transport systems, production facilities necessary for the implementation of logistics activities, which increase the competitiveness of the economy. can be described as a complex of cargo transportation and warehouses.

In order to increase the efficiency of the logistics system in our country, to solve the problems in this process, we analyzed the experience of supporting the activity of logistics centers, the index of logistics indicators of developed countries, and presented directions for the development of their activities through the methods of comparison, analysis, and synthesis. .

RESULTS

The total length of world transport networks, excluding sea routes, is 38 million. is more than 100 km: highways - 26 mln. km; railways - 1.24 mln. km; pipes - 1.8 mln. km; airlines - 9.6 mln. km; river roads - 0.57 million km. the length of transport networks of developed countries is 79% of the total length of world transport networks [4]. The share of transport services in the world export and import of all types of services is approximately 25% (5.5 trillion US dollars). On the world market, in terms of value, the providers of transport and forwarding services are second only to the largest exporters of goods [5].

The largest provider of logistics services is the United States. They are 80-90 billion. They export transport and forwarding services in US dollars. But 90-100 mlr. They also import transport forwarding services

in the amount of US dollars. The largest exporters of this service are Germany (25-26 billion US dollars), Japan (40-45 billion US dollars), Great Britain, the Netherlands, Hong Kong (22-28 billion US dollars), Korea, etc. (4). Germany ranks second after the USA in the import of logistics services - 52 billion. US dollars. (7.56%); Japan - 42.3 billion. US dollars. (6.24%); Great Britain - 35.8 billion. US dollars. (3.47%); Republic of Korea - 29.9 billion. US dollars. (3.41%); Italy - 22.6 billion. US dollars. (3.3%), the Netherlands - 16.6 billion. US dollars. (2.41 %) vb [6].

The leadership of these countries in the world market in the sale and purchase of transport services can be explained by their active participation in the world trade and international division of labor. It is known that the process of providing services at the intermodal logistics hub in Uzbekistan is improving every year [9]. Due to its location at the intersection of the main road and railway networks connecting Asia with Europe, it has become the largest cargo transit airport in Central Asia in a short time. Close cooperation with logistics centers of cities such as Milan, Rome, Vienna, Brussels, Frankfurt, Incheon, Dubai, Hanoi, Tianjin, Delhi, Mumbai, and the total volume of cargo transportation in 2020 will reach 1.3 billion. tons (104.6 percent compared to last year), cargo turnover 40.1 bln. tons (101, 8 percent). The volume of passenger transport in all transport is 5.26 billion. passenger (87.2 percent), passenger turnover 116.96 billion. passenger/km (83.5 percent).

The total volume of international cargo transportation (export, import and transit) is 46.9 mln. tons or 108.5 percent compared to the corresponding period of the previous year. Export cargo is 13.2 mln. tons (117.1 percent compared to 2019), import 24.5 mln. tons (102.4 percent) and transit 9.07 mln. tons (114.7 percent). 39.5 mln. of railways in international transportation. tons (112.7 percent), cars 7.3 million. tons (90.3 percent), air transportation is 60.6 thousand tons (138.9 percent) and it is increasing from year to year. However, according to the researches of experts of the Economic Research Center, for example, the cost structure of cargo transportation services provided by the motor transport operators of our country is very different from the similar indicators of developed countries. In particular, the cost includes fuel,

According to the table below, the main items of transportation costs are the maintenance of vehicles and fuel and lubricants. The level of wear and tear of the vehicles used in the regional road transport associations of the republic remains one of the main reasons why they cannot cope with the competition in the market of road transport services.

Our country does not have direct access to sea and ocean ports. In this regard, in April 1996, an interdepartmental working group was formed in accordance with the "TRASEKA" program, and this group resolved the issues of organizing transport corridors and their generalization. The following transport corridors will be built from them [9]:

- Tashkent -Ashgabat - Port of Turkmanbashi - Port of Baku.
- Almaty - Tashkent - Istanbul highway.
- Central Asian countries - up to one of the ports of Eastern China.
- Central Asian countries-Tedjen-Serakhs-Mashhad-Bandar Abbas port.
- Central Asian countries - Islamic Republic of Iran - Port of Istanbul, Turkey.

Today, participants of foreign economic activity engaged in international cargo transportation are using the following transport corridors:

- 1- corridor - in the direction of the ports of the Baltic states (with transit through Kazakhstan and Russia) - Klaipeda (Lithuania), Riga, Liepaja, Ventspils (Latvia), Tallinn (Estonia);

2- corridor - through Belarus and Ukraine (with transit through Kazakhstan and Russia) - Chop (Ukraine) and Brest (Belarus) border crossings, then to Europe;

3- corridor - to the Ukrainian port of Ilichevsk (with transit through Kazakhstan and Russia), with exit to the Black Sea;

4- Corridor - to the ports of Poti and Batumi of Georgia (with transit through Turkmenistan and Azerbaijan), with access to the Black Sea, named the TRACEKA Corridor;

5- Corridor - Iran's Bandar-Abbas port (through Turkmenistan with transit) with exit to the Persian Gulf;

Corridor 6 – in the eastern direction through China (with transit through Kazakhstan) to the Yellow Sea;

7- corridor - in the eastern direction through the ports of Nakhodka and Vladivostok of the Far East (with transit through Kazakhstan and Russia) to the Yellow Sea.

8- corridor - to Turkey and Europe (through Turkmenistan and Azerbaijan with transit on the new Baku-Akhalkalaki-Kars railway);

Currently, the following directions are being developed:

– in the direction of Europe and Southeast Asia (through Turkmenistan and Iran with transit through the Turkish port of Mersin);

– With access to Chinese ports (in transit through Kyrgyzstan) to the Yellow, East China and South China seas;

– In connection with the settlement of the Afghan problem, new prospects are opening for the development of the southern alternative transport corridors through Afghanistan to the Iranian ports of Bandar-Abbas and Chahbahar.

DISCUSSION

According to the analysis of experts, the growth rate of the economy goes hand in hand with the development of transport services. In particular, in order for the GDP to increase by an average of 8 percent per year, the increase in the volume of cargo transportation should not be less than 10 percent, and the amount of investments directed to the transport network should be more than 15 percent compared to last year. . It is known that a lot of money is spent on this field every year in our country. According to the President's decision "On the program for the development and modernization of engineering-communication and road transport infrastructure in 2015-2019", more than 150 projects with a total value of 10 billion dollars will be implemented. Of course,

CONCLUSION

The scientific-theoretical basis of effective use of the potential of the transport-logistics service system was researched, the methodological principles of increasing their competitive potential were determined, and the mechanism of the formation of the competitive potential and the impact on the aggregate economic potential was revealed. At the same time, the role of road transport in the transport-logistics system of the country, the state of modern development of the potential of transport services was studied, and an economic assessment was given to it. In particular, the level of resource utilization was analyzed as the basis of the transport-logistics potential, and it was noted that the extensive growth factor had a stronger effect on the additional growth rate. From this, it was found that the existing reserves of intensive factors are not fully used to increase the potential of transport and logistics.

We considered it necessary to implement the following proposals to increase the efficiency of transport and logistics services by forming a conclusion:

- transport by attracting foreign and domestic investments to the logistics system, the rapid continuation of work on the establishment of modern logistics centers in all regions of the country and their effective use ensures the achievement of the intended result;
- paying special attention to the development of transport infrastructure and services, including the establishment of logistics centers supporting the development of local, export-import and transit trade;
- development of international transport corridors, improvement of the logistics system, effective use of the country's transport potential, implementation of measures to reduce costs of logistics services of business entities.

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