

Ways to Increase the Efficiency of Transportation and Logistics Services on the Basis of Innovative Approach



SCIENCE BOX

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Annotation:

The article outlines the main ways to ensure the sustainable socio-economic growth of the region through the export and import of high value-added products that meet the conditions of domestic and foreign markets by increasing the efficiency of transport and logistics services based on an innovative approach.

Keywords: innovative approach, logistics, products, services, market conditions, value added, exports, imports, economic growth.

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

In the world, especially in the context of globalization, the quality of transport and logistics services at the national, regional and international levels is becoming increasingly important. The automotive services market is an important segment in this process, "accounting for 6.8 percent of the world's gross domestic product." The importance of transport infrastructure in the globalization process taking place in the world today is growing.

The tasks of improving the activities of this sector are carried out by the World Transport and Logistics System. According to the World Bank Group, global transport services account for 4.2 trillion GDP. It is estimated at 110 billion US dollars (6.8%) per year. tons of cargo and 1 trillion. more than 100 million passengers were transported and the number of employees employed in the transport infrastructure. people. At the same time, the transport sector, including the automobile sector, has a significant impact on the rapid development of other sectors, along with the consumption of a large part of energy and natural resources.

According to the analysis, the share of the transport sector in the cost of goods and services in developed countries is 8-9%, compared to 1.5% in countries without direct access to sea routes. is up to twice as high. This, in turn, highlights the need for transport and logistics companies to effectively use their competitive potential. An efficient transport and logistics system ensures the delivery of goods and services to customers in favorable conditions and at low prices by optimizing the movement of finished products and raw materials in the domestic market, stimulates competition in the market. In foreign markets, it will increase the country's economic competitiveness and accelerate the process of integration into the world economy.

It should be noted that the Address of the President of the Republic of Uzbekistan to the Oliy Majlis emphasizes the need to improve the transport and logistics system in the country, the difficulties in exporting products due to limited access to the sea, the need to create modern logistics routes for exporting goods. The Cabinet of Ministers should negotiate the transfer of export cargo from neighboring countries at discounted prices, as well as take measures to increase our position in the World Bank's "Logistics Efficiency Index" by at least 20 positions. issues had been raised. It should be noted that in the framework of the effective use of parliamentary control mechanisms in the implementation of these tasks, the transport and logistics companies in our country, along with the work being done in this area, is one of the most pressing issues today.

In today's globalized world, many of the world's fastest-growing approaches require teamwork. It is known that the role of logistics infrastructure, created by modern approaches, such as free economic zones, technoparks, clusters, corporations around the world, in the development of industries and specialties is invaluable. The formation of an innovative environment in each field, the regular analysis and effective use of the laws of development are the requirements of today. Because innovation is the product of active cooperation of research, science, education and industry, starting from the idea that knowledge is the result of a fully concentrated integration, a prosperous and prosperous life based on innovation, a factor in ensuring socio-economic growth. In this regard, in the field of logistics, foreign

researchers describe these areas of science in separate and systematic descriptions. Theoretical aspects of perfect logistics D. Bauersoks, M. Linders, Mirotin L.B., D. Waters, K. Laynos, M. Dillingham, Dj.R. Stok, D.M. Lambert, A.M. Gadjinskogo, A.G. Kalchenko, T.V. Kosarev, M.A. Oklander, V.I. A.N. Rodnikov, Sergejev, A.D. Chudakov, N.I. and others.

In particular, according to D. Bauersoks, logistics infrastructure includes facilities, media, transport companies and their capabilities, warehouses, cargo handling, packaging, inventory management, loading and unloading terminals and retail stores. According to the author, the organization of logistics infrastructure should determine the number of objects (warehouse complexes) with a certain geographical location and calculate the stocks of products stored everywhere. At the same time, the author emphasizes the transport logistics infrastructure, which includes transport networks, vehicles and transport companies.

A.D. Chudakov refers to logistics infrastructure as participants in the supply chain of suppliers of material and technical resources, manufacturers of finished products and consumers of products. From this point of view, in the logistics infrastructure, the author emphasizes that it covers all areas (subsystems) of logistics. These are: logistics, transportation and storage, inventory management, marketing activities.

In view of the above, we believe that logistics is the art of accurate calculations, the infrastructure of a rational management system, the building, transport systems, production facilities, which are necessary for the implementation of logistics activities, increasing the competitiveness of the economy. freight can be described as warehouse complexes.

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

The total length of the world's transport networks, excluding sea routes, is 38 million. more than a kilometer: highways - 26 mln. km; railways - 1.24 million km; pipes - 1.8 mln. km; airlines - 9.6 million km; river roads - 0.57 million km The length of transport networks in developed countries is 79% of the total length of transport networks in the world. The share of transport services in world exports and imports of all types of services is about 25% (5.5 trillion US dollars). In terms of value in the world market, freight forwarding service providers are second only to the largest exporters of goods.

The largest provider of logistics services is the United States. They are 80-90 billion. They export freight forwarding services in US dollars. Ammo 90-100 mlr. They also import freight forwarding services in the amount of USD. The largest exporters of this service are Germany (25-26 billion US dollars), Japan (40-45 billion US dollars) and the United Kingdom, the Netherlands, Hong Kong (22-28 billion US dollars), Korea and others. (4). Germany is the second largest importer of logistics services after the United States with \$ 52 billion. U.S. dollar (7.56%); Japan - 42.3 billion U.S. dollar (6.24% i); Great Britain - 35.8 billion U.S. dollar (3.47% i); The Republic of Korea - 29.9 billion. U.S. dollar

(3.41%); Italy - 22.6 billion U.S. dollar (3.3%), the Netherlands - 16.6 billion. U.S. dollar (2.41%).

Our country does not have direct access to sea and ocean ports. In this regard, in April 1996, an interagency working group was established under the TRACECA program, which addressed the issues of organization and generalization of transport corridors. The following transport corridors will be built from them:

- Tashkent - Ashgabat - Turkmenbashi port - Baku port.
- Almaty - Tashkent - Istanbul highway.
- Central Asian countries - up to one of the ports of East China.
- Central Asian countries-Tejen-Seraxs-Mashhad-Bandar Abbas port.
- Central Asian countries - Islamic Republic of Iran - Turkey Istanbul port.

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

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

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

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

Corridor 4 - to the Georgian ports of Poti and Batumi (via transit through Turkmenistan and Azerbaijan), with access to the Black Sea, called the TRACECA corridor;

Corridor 5 - access to the Iranian port of Bandar Abbas (transit through Turkmenistan) to the Persian Gulf;

Corridor 6 - East to China (via Kazakhstan) to the Yellow Sea;

Corridor 7 - east to the Yellow Sea via the Far Eastern ports of Nakhodka and Vladivostok (transit through Kazakhstan and Russia).

Corridor 8 - to Turkey and Europe (via the new Baku-Akhalkalaki-Kars railway via Turkmenistan and Azerbaijan);

The following areas are currently being developed:

- ✓ Europe and Southeast Asia (transit through the Turkish port of Mersin, Turkmenistan and Iran);
- ✓ access to Chinese ports (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 up for the

development of alternative southern transport corridors with transit through Afghanistan to the Iranian ports of Bandar Abbas and Chahbahor."

According to experts, the growth rate of the economy is in line with the development of transport services. In particular, for a steady growth of GDP from an average of 8% per year, the growth of freight traffic should not be less than 10%, and the amount of investment in the transport sector should be more than 15% compared to last year. . It is known that in our country every year a lot of money is spent in this area. According to the Presidential Decree "On the program of development and modernization of engineering-communication and road-transport infrastructure for 2015-2019", more than 150 projects worth \$ 10 billion will be implemented. Of course, the implementation of such work will contribute to the wider implementation of the modern logistics system, the radical improvement and development of existing ones.

The scientific and theoretical basis for the effective use of the potential of the transport and logistics service system was studied, the methodological principles of increasing their competitiveness were identified, the mechanism of formation of competitive potential and its impact on aggregate economic potential were revealed. At the same time, the role of road transport in the transport and logistics system of the country, the current state of development of the potential for the provision of transport services were studied, and an economic assessment was made. In particular, the level of resource utilization as a basis for transport and logistics capacity was analyzed, and it was noted that the factor of extensive growth was more strongly influenced by the additional growth rate. It was found that the existing reserves of intensive factors are not fully used to increase the transport logistics capacity.

In order to increase the efficiency of transport and logistics services through the formation of the conclusion, we considered it necessary to implement the following recommendations:

- Accelerate the construction of modern logistics centers and their effective use in all regions of the country by attracting foreign and domestic investment in the transport and logistics system;
- pay special attention to the development of transport infrastructure and services, including the establishment of logistics centers to promote the development of domestic, 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 the cost of logistics services for businesses.

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