TRANSPORT LOGISTICS IN THE ECONOMY OF UZBEKISTAN

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Annotation

Transport is of utmost importance in Uzbekistan. The country's medium-sized territories and high population density, the disunity of industrial and agricultural centres, as well as its remoteness from world markets make having a developed transport system vital for Uzbekistan.

Keywords: logistics, transport, transport, transport corridors, international transport, transport infrastructure, international economy, freight transportation.

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Annotatsiya

O‘zbekistonda transport muhim ahamiyatga ega. Mamlakatning o‘rta hududlari va aholi zichligi, sanoat va qishloq xo‘jaligi markazlarining tarqoqligi, shuningdek, jahon bozorlaridan uzoqda joylashganligi O‘zbekiston uchun rivojlangan transport tizimiga ega bo‘lishni hayotiy zaruratga aylantiradi.

Kalit so‘zlar: Logistika, transport, transport, transport yo‘laklari, xalqaro iqtisodiyot transporti, transport infratuzilmasi, xalqaro, yuk tashish.

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Аннотация

Транспорт играет важную роль в Узбекистане. Средние регионы страны и плотность населения, рассредоточенность промышленных и сельскохозяйственных центров, а также удаленность мировых рынков делают для Узбекистана жизненной необходимостью наличие развитой транспортной системы.

Ключевые слова: логистика, транспорт, транспорт, транспортные коридоры, внешнеэкономический транспорт, транспортная инфраструктура, международные, грузоперевозки.

INTRDUCTION

In recent years, the increasing demand for services, in particular, transport services in the GDP of the republic, allows to create new jobs in the country on the basis of further development of this sector, attracting more national and foreign investments to the network, ensuring the financial stability of local transport companies. The development of transport infrastructure, including transport logistics, has been raised to the level of the country's policy, and regulatory legal frameworks regulating this area are being improved. In particular, in the third, "Priority directions of economic development and liberalization" of the "Strategy of Actions on Five Priority Areas of Development of the Republic of Uzbekistan in 2022-2026", it is mentioned as deepening structural changes, increasing its competitiveness due to the modernization and diversification of the leading sectors of the national economy.

In order to develop the transport sector in this direction:

- increase the level of competition between national transport logistics companies;
- expansion of car parks;
- further development of road transport infrastructure;
- to increase the number of points of reloading goods from one transport to another in order to make the prices of national products for export competitive;
- improvement of the condition of highways and development of road transport infrastructure is defined.

METHODOLOGY

The study of existing scientific studies on the management and regulation of transport logistics, comparative comparison of tariff and price formation, study of statistical data and economic comparison and analysis, logical thinking, scientific abstraction, grouping of information, analysis and synthesis, induction and deduction methods are widely used. .

DISCUSSION AND RESULTS

In the experience of the leading countries in the world economy, transport logistics services play an important role in the consistent reform of the economy and access to word markets. According to the information of the International Freight Forwarding Association, more than 35,000 companies are currently operating in the field of transport logistics services in the world. Transport logistics companies account for 60% of highway traffic and 75% of international traffic. Also, at present, 25% of all types of services (5.5 trillion US dollars) are transport logistics services. Among the largest countries providing transport logistics services: the United States (US$ 90 billion), Japan (US$ 45 billion), Germany (US$ 30 billion) and Great Britain, the Netherlands, Hong Kong (US$ 20-25 billion) countries are included.

Currently, Uzbekistan, like many countries of the world, is paying great attention to the development of transport logistics. The geographical location of the Republic of Uzbekistan in the center of Central Asia allows the country to effectively use the opportunities of transport corridors that pass through this region. Nevertheless, the

regional countries' strategies in the field of transport differ from each other, as well as causing a number of problems in the movement of national carriers of the country through international cargo from the territory of neighboring countries. In addition, the fact that the republic is one of the two "double-locked" countries in the world with limited access to the sea, as well as the high cost of transportation in terms of the value of goods, has a negative impact on the development of the country's transport logistics.

Accordingly, the volume of internal and external goods transported across the territory of the republic mainly corresponds to the share of railway and road transport.

Taking into account the implementation of customs control and clearance of foreign trade goods by the customs authorities, the analysis of the volume of foreign trade goods transported across the territory of the republic and the vehicles carrying them was carried out in the section of railway and road transport.

In particular, in recent years, the volume of cargo transportation across the territory of the republic in January-December 2022 in all types of transport was 1,398.9 million. tons, which decreased by 1.5% compared to the corresponding period of 2021. Compared to the corresponding period of 2018, the volume of cargo transportation was 155.9 mln. increased by tons (Diagram 1.1).

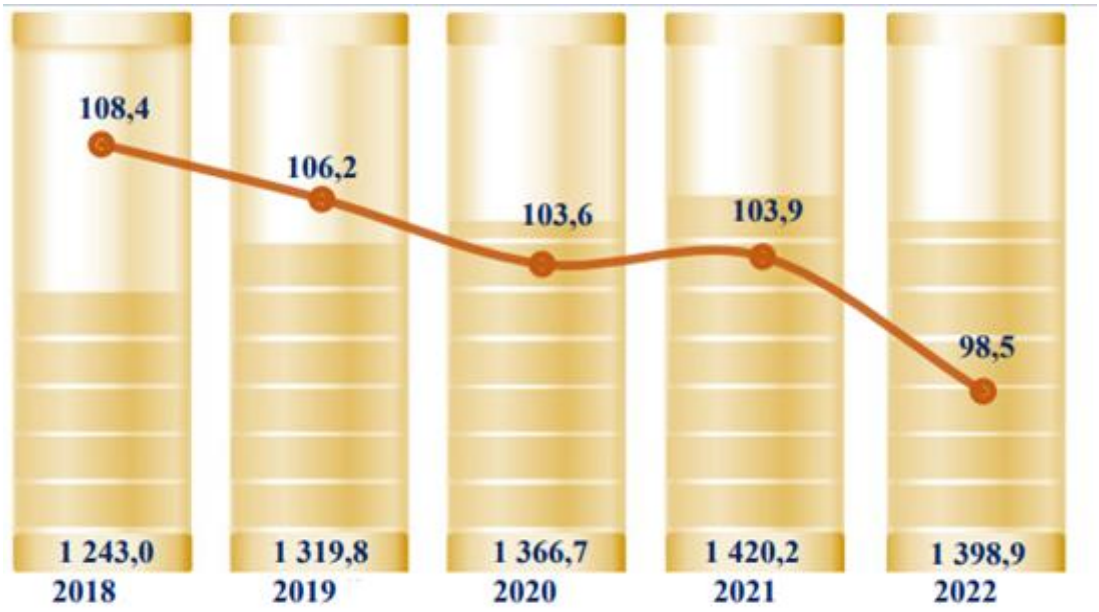

Diagram 1.1. Freight transportation by all modes of transport (2018-2022, million tons by percent)[1]

Below, we will consider the increase in the volume of cargo transportation in railway and air transport during January-December 2022 compared to 2021, and a slight decrease in the volume in road and pipeline transport.

[1] Source: author's development based on SMC electronic data

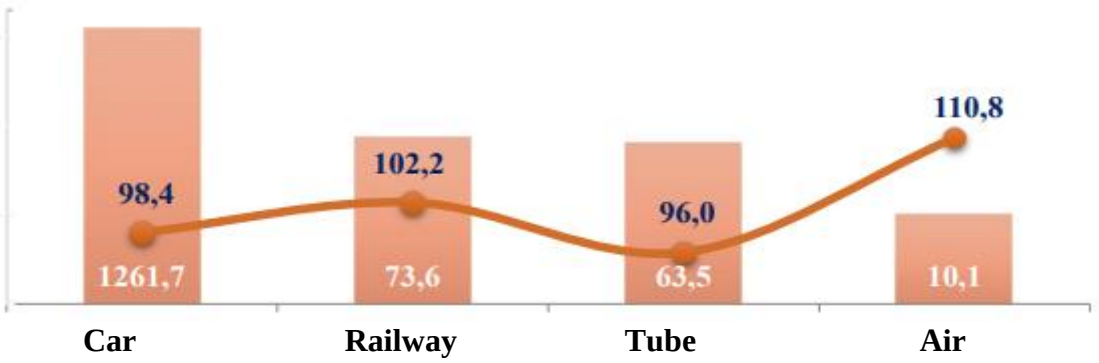

Diagram 1.2. Freight transportation by individual modes of transport (January-December 2022, million tons by percent)[1]

The volume of foreign trade goods transported by railway transport by direction of movement (export, import, transit) is as follows:

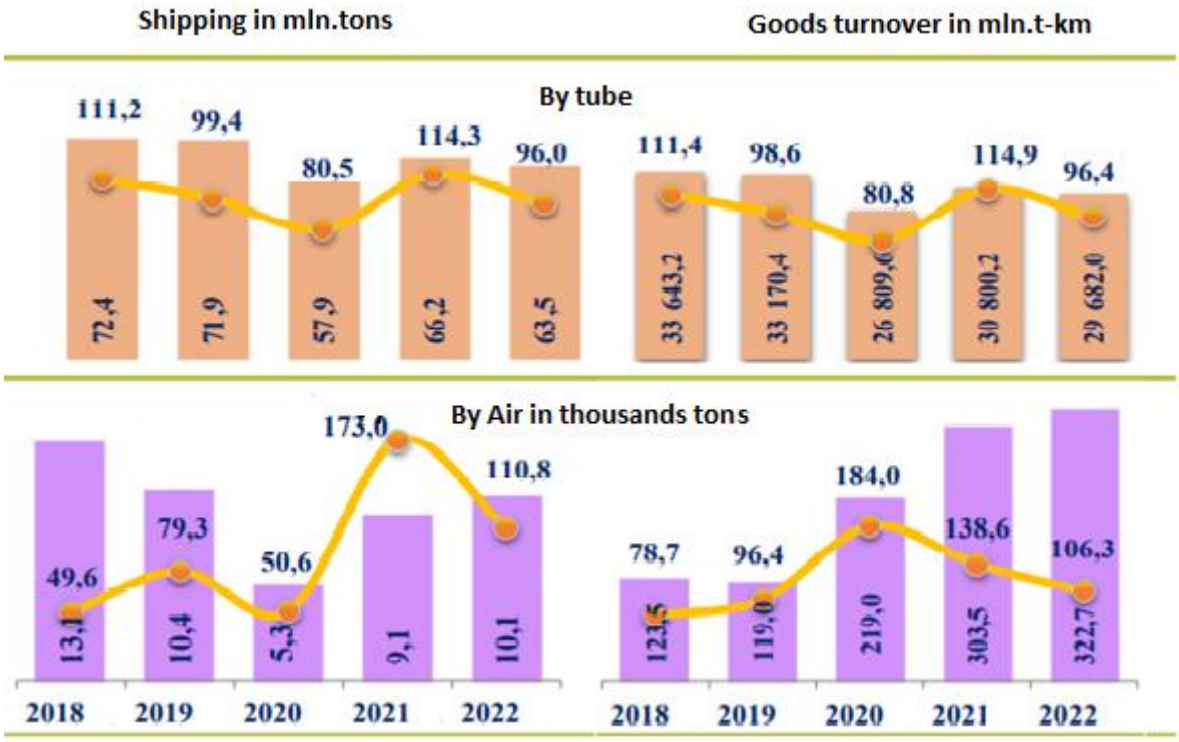

Diagram 1.3. Freight transportation and freight turnover by individual transport types during 2018-2022 million tons (by percent)[2]

Thus, in January-December 2022, 1,398.9 million for all types of transport. tons of cargo were transported and was 98.5% compared to 2021. At the same time, cargo turnover is 75.2 bln. Reaching t-km, we can see that it is 0.5% higher than in 2021.

Diagram 1.5. shows a comparison of shipped goods and goods turnover for different types of transportation in 2020 and 2021.

[1] Source: Publication (stat.uz)
[2] Source: Publication (stat.uz)

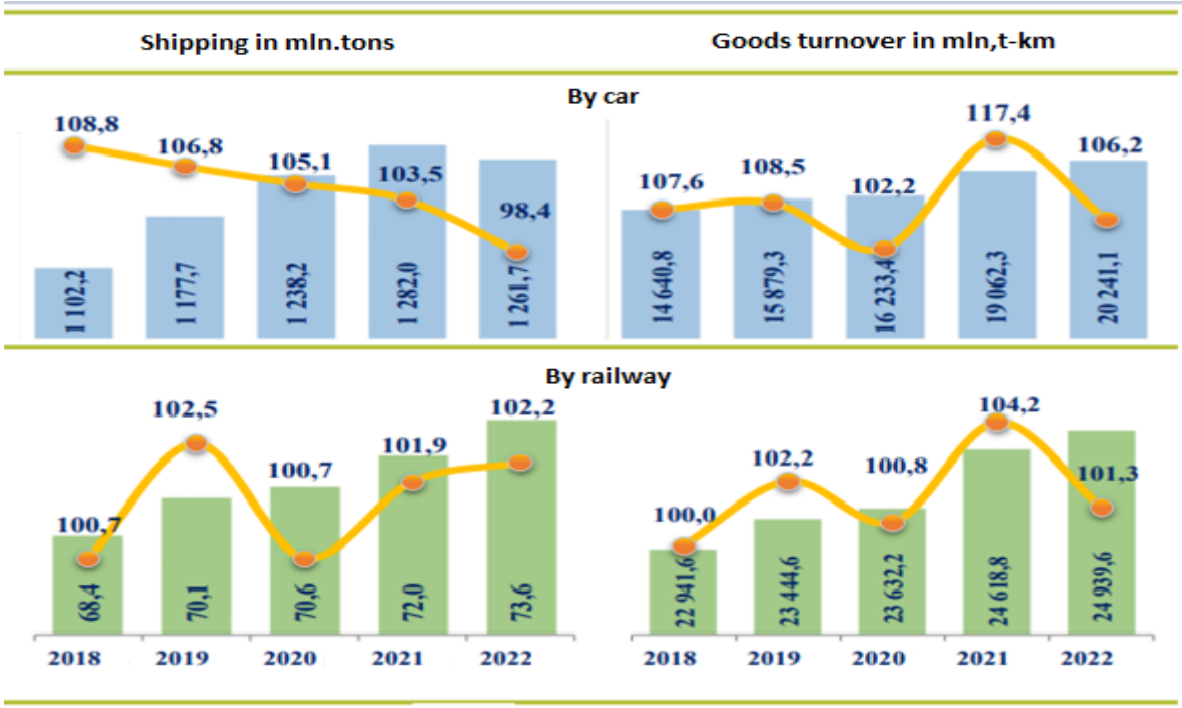

Diagram 1.4. During 2018-2022, the volume of transported cargo by types of transport and cargo turnover[1]

	2022 y. Jan-Dec	As of January-December 2020-2021 in percentage	
		2021	2020
Shipped Goods in transportation	**1 398,9**	**98,5**	**103,9**
Railway	73,6	102,2	101,9
Car	1 261,7	98,4	103,5
Air in thousand tons	10,1	110,8	173,5
Tube	63,5	96,0	114,3
Goods turnover in mln,t-km	**75 185,4**	**100,5**	**111,8**
Railway	24 939,6	101,3	104,2
Car	20 241,1	106,2	117,4
Air in thousand tons	322,7	106,3	138,6
Tube	29 682,0	96,4	114,9

Diagram 1.5. During 2020-2022, the volume of transported cargo by types of transport and cargo turnover* Table 1.4 [2]

The data indicates that there were variations in the amount of goods shipped and the turnover across different transportation modes between 2020 and 2021. For instance, air transportation saw a significant increase in shipped goods, while tube transportation experienced a slight decrease.

Among all observed types of transport, the share of road transport dominates (1,261.7 million tons). 73.6 million by railway. tons of cargo was transported. 63.5

[1] Source: Publication (stat.uz)
[2] Source: Publication (stat.uz)

million through the pipeline. tons of gas was transported. Relatively low indicator of cargo transportation was recorded in air transport - 10.1 thousand tons.

The volume of foreign trade cargo transported by road is as follows:

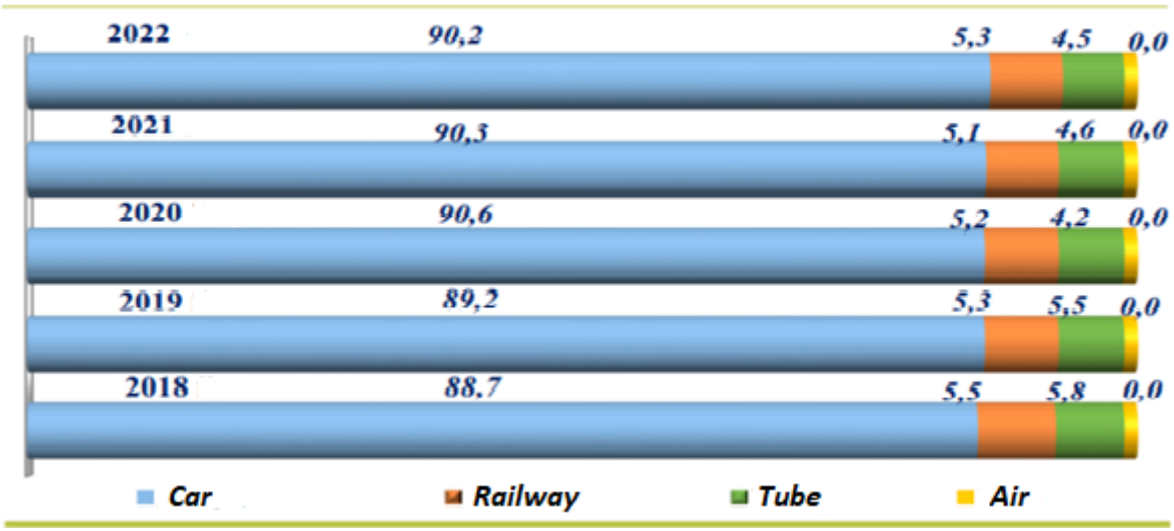

Diagram 1.6. Composition of transportation by types of transport during 2018-2022 (in %)[1]

From the diagram 1.6 above for recent years:

Car transport makes up 90.2% of the total volume of cargo, and the share of other types of transport makes up 9.8%. In 2021, the share of road transport was 90.3%, and the share of railway, pipeline and air transport was 9.7%. In the corresponding period of 2020, this indicator was 90.6% to 9.4%, in 2019 to 89.2% to 10.8%, and in 2018 to 88.7% to 11.3%.

From these figures, it can be concluded that the performance of our national carriers in the transportation of foreign trade cargo is growing.

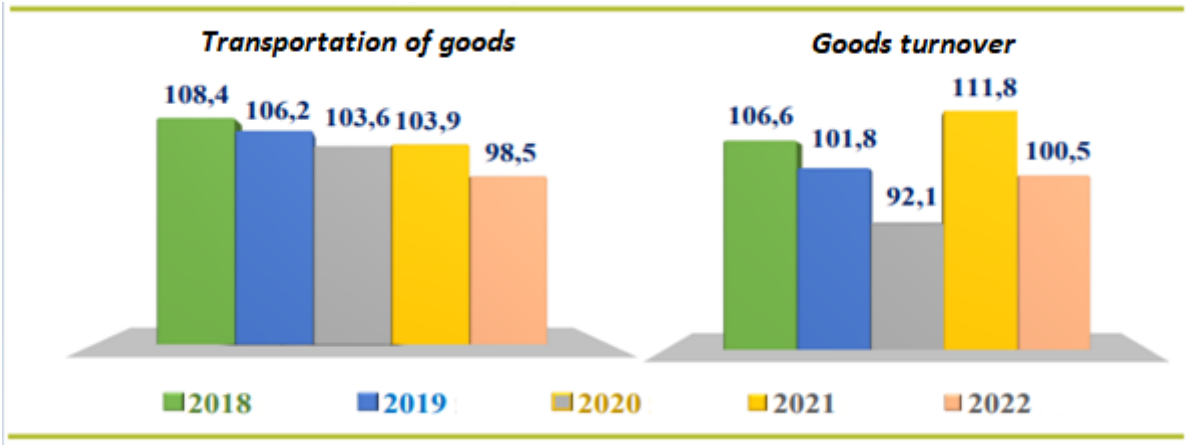

Diagram 2.1. Comparison of the growth rates of freight transportation and freight turnover in all types of transport during 2018-2022 (in %)[2]

[1] Source: Publication (stat.uz)
[2] Source: Publication (stat.uz)

In January-December 2022, the volume of cargo turnover by all types of transport will be 400.6 mln compared to 2021. increased by 1,178.8 million t-km.

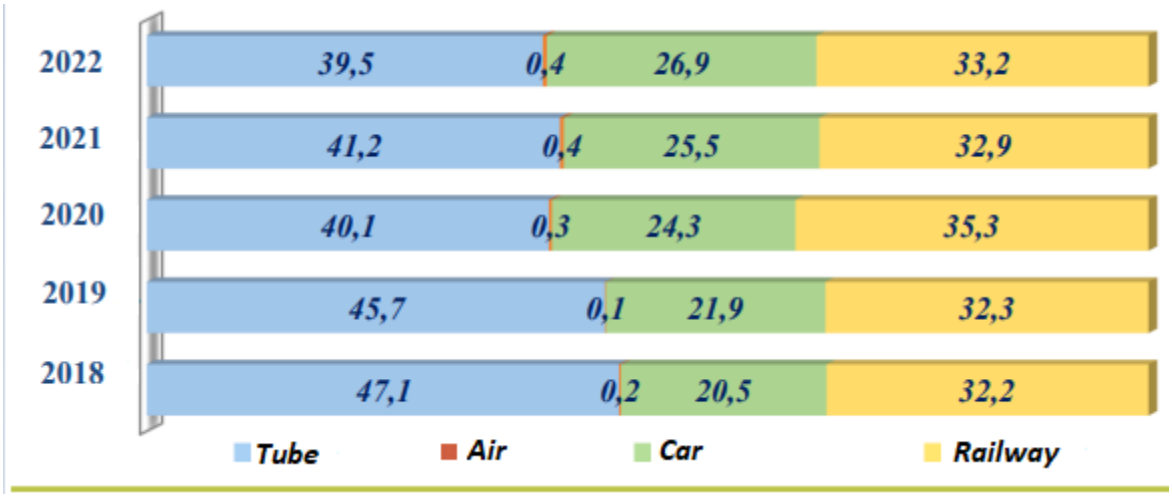

Diagram 2.2. The composition of freight turnover by types of transport for 2018-2022 (in %)[1]

According to the results of January-December 2022, the share of pipeline transport in the total volume of cargo turnover was 39.5%, railway transport 33.2%, road transport 26.9%, air transport 0.4%.

Uzbekistan has signed agreements on the exchange of bilateral permits with more than 30 foreign countries in order to regulate mutual motor vehicle transportation in the course of international transportation. This agreement gives national carriers the right to move on the territory of foreign countries. According to the requirements of the introduced standards for international cargo transportation, the countries that have concluded a bilateral agreement with Uzbekistan grant the right to enter, stay and transit in their territory to the state motor carriers that are considered participants of the agreement. In this case, countries exchange permits in equal amounts, taking into account the needs of their carriers and foreign trade participants.

Also, national transporters operate on the basis of the TIR-Carnet document in international road transport. The advantage of these TIR-Carnet booklets is that when goods are moved through this international document, a simplified procedure for customs procedures is applied to goods at the border of countries. In this case, it is prohibited to unreasonably open and delay the clearance process when cargo passes through the territory of countries that are members of the international organization in transit mode.

Quantitative values of the amount of transport costs, the time spent on border and customs control, the number of documents required for the clearance of export, import and transit cargo are determined using an indicative approach in evaluating the

[1] Source: Publication (stat.uz)

efficiency of transport logistics. Today, there are different approaches to the assessment of transport logistics activities by international organizations, which use indicators, criteria and indicators to assess the state of the industry. In particular:

The "Logistics Performance Index" (LPI), which has been maintained by the World Bank since 2007, is of great importance in evaluating the efficiency of transport logistics activities (*the logistics efficiency indicators of 160 countries of the world are studied in the formation of this index*). The evaluation of logistics activities by World Bank experts is determined in the process of surveying international, regional and national logistics operators, transport forwarding companies, warehouse operators and product manufacturers. During the survey, more attention is paid to the activities of customs and other border authorities when evaluating the efficiency of the logistics system. In particular, out of 55 questions created in the evaluation of the logistics system, 20 are related to the activities of customs and border authorities, 10 are related to the level of development of logistics, 8 are related to the quality of logistics services, 5 are related to the work efficiency of control bodies, and 4 are directly related to the work of the transport vehicle.

This index covers 6 main directions in the field of transport logistics, and each direction is evaluated on a 5-point scale. The main directions are:

efficiency of customs and other border authorities' clearance processes;
efficiency of timely delivery of goods;
logistics infrastructure efficiency;
competitiveness in the national logistics system;
effectiveness of monitoring and control of international cargo;
cost effectiveness of logistics services.

Logistics infrastructure efficiency. The quality of the logistics infrastructure and the indicators of the use of modern information technologies in the processes of logistics operations are of great importance. Also, attention will be paid to monitoring the improvement of transport logistics and the state of international cooperation.

Efficiency of international transport. It is explained by the introduction of a system of ensuring the safety of international goods moving across the territory of the country and monitoring them.

Competitiveness in the national logistics system. The presence of healthy competition between transport companies, logistics centers and brokerage organizations in the country is important.

Cost of logistics services. In the provision of logistic services, transportation services and other costs related to transportation are considered primary transport. It refers to the amount of costs spent on storage, wrapping and packaging services in secondary warehouses. Delivery of goods on time. It is understood to deliver the goods to the destination on time safely and without losses.

More than 5,000 individual assessments from different countries and more than 800 large logistics companies participate in determining the "LPI" indicators. Each respondent evaluates logistics services in the country on a 5-point scale.

At the same time, according to the results of a sociological survey conducted by the "Association for the Development of Business Logistics" with the participation of more than 90 large manufacturing and trading companies, 46% of respondents rated the country's transport and logistics services as unsatisfactory. The respondents noted that there are problems with international transportation processes. In particular, 19% of the respondents - the outdated vehicles, 15% - the low quality of highways and roadside infrastructure, 13% - waiting at customs posts, 10% - the poor quality of the infrastructure of parking and waiting facilities for vehicles, 8% - the lack of cargo terminals and their necessary noted the lack of technical technologies. Currently, we believe that it is necessary to improve the following main priorities in the development of transport logistics in our country:

First, the countries of the region should implement a unified transport policy for the transportation of foreign trade goods, and the countries of the region should support each other in the issues of transport capacity and customs work. In this case, it is necessary to solve the problems related to the entry and exit of vehicles into the territories of the countries, transits, the vehicle of one country receiving cargo from the territory of another country, as well as the issues of revising or completely canceling the rates of fees charged for entering and transiting the territories of countries.

Secondly, it is necessary to consider the possibilities of creating a "Central Asian transport portal" on the global Internet. In this, the main attention should be focused on the electronic exchange of information about the vehicles transporting foreign trade goods and the external sound loads in them. For example, the information about the vehicle carrying import goods from the Islamic Republic of Iran to Uzbekistan and the cargo loaded on it will be updated online by the customs authorities of the Republic of Uzbekistan from the moment the vehicle crosses the Iran-Turkmenistan state border and the customs clearance by the customs authorities of Turkmenistan is completed.

As a result of the introduction of electronic information exchange, it is possible to carry out the analysis of foreign trade cargoes and the vehicles transporting them, to accurately forecast the expected customs payments, to prevent high-value goods from being exchanged for low-value goods on the road before reaching the final destination, and to prevent traffic jams at border customs posts.

At the same time, in addition to competent ministries and agencies, transport logistics companies should use this portal as an observer in order to have information about vehicles.

Thirdly, it is necessary to introduce the procedure of mutual recognition of special customs seals by the customs authorities of the countries of the region. The introduction of this procedure serves to speed up customs clearance at border customs posts, reduce traffic jams, and prevent errors and deficiencies related to customs clearance. Also, it is possible to reduce the costs associated with the preparation of special customs seals.

Fourthly, the digitalization of the transport system, in which the introduction of the "digital transport" platform in all types of transport allows not only to ensure transport tracking along the entire route, but also to optimize transport operations at all stages of passenger and cargo transportation, due to rational route selection and mutual benefit of transport process participants and in addition to significantly reducing financial costs, it serves to adapt the transport-logistics industry to world standards.

Today, the digital economy operating on information technology platforms is rapidly developing, which necessitates the creation of new models of such platforms.

"Blockchain" technologies (distributed data registry technologies), "artificial intelligence", use of the capabilities of supercomputers, as well as activities on crypto-assets are one of the directions of development of the digital economy in many countries of the world. "Blockchain" technologies are gradually introduced not only to many sectors of the economy, but also to the public administration system and other public relations.

The experience of developed countries shows that in recent years, blockchain technology has been widely used in various fields, including logistics and supply chain management.

CONCLUSIONS AND RECOMMENDATIONS

It is the creation of new corridors that provide alternative access to international transport communications and increase the volume of transit traffic through the territory of the country. The development of transport corridors circling Uzbekistan has a negative impact on the transit potential of the country, and this creates the need to launch promising transit transport corridors in the transport sector of the republic. In particular, the highway corridor "Tashkent - Andijan - Osh - Irkeshtam - Kashgar" launched in recent years serves the development of transport logistics of the republic.

This corridor is considered the shortest highway connecting Uzbekistan and China, its total length is 900 km (Uzbekistan - 390 km, Kyrgyzstan - 260 km and China - 250 km). The launch of this road makes it possible to reduce the time and cost of goods delivery on the Uzbekistan-China route. For example, before the launch of this corridor, transportation between Uzbekistan and China took 8-10 days, but now it takes 2-3 days. Also, if the cost of transporting one container by rail over a distance of 1,570 km in the Uzbekistan-China route is $2,600, the cost of transportation by this highway is 20% cheaper. The first cargoes were transported through this corridor at the end of 2017, and it was fully operational from February 2018 on the basis of tripartite permits.

Currently, export-import goods are transported along the new transport corridor "Tashkent - Andijan - Osh - Irkeshtom - Kashgar" by the joint venture "Silk Road International" LLC. Also, in order to create additional conditions for carriers, a multimodal transport-logistics center was created in the Andijan region on the basis of the terminal of the "Akhtachi" station, which allows the delivery of cargo from all points of Uzbekistan to Andijan by rail and then to China by road transport.

Although the legal framework regulating transport logistics is sufficiently formed in Uzbekistan, the growing demand for modern types of logistics services and

international standards require constant updating of the existing legal framework. In particular, there is an increasing need to simplify the procedures at border crossing points, to improve the regulatory framework in the direction of issuing permits and licenses for international transport.

In researching the problems of transport logistics development in Uzbekistan, it is important to develop transport infrastructure, improve the quality of logistics services, create healthy competition between logistics companies, and increase the efficiency of other state bodies (customs, border, certification agencies).

Although there has been an increase in the volume of export-import cargo transported from the country in recent years, it is observed that the share of transit cargo moving across the territory of the country is decreasing. This was mainly influenced by the downward trend in railway transport.

In the development of the country's transport logistics sector, it is necessary to solve such problems as the obsolescence of vehicles, the low quality of highways and roadside infrastructure, waiting times at border customs posts, the poor quality of the infrastructure of vehicle parking and waiting facilities, the lack of cargo terminals and the lack of necessary technical technologies in them.

The country needs to study the experience of developed countries in the development of transport logistics. Based on the experience of foreign countries, reconstruction of international roads and railways, reform of personnel training system, development of infrastructure in TLM will not only increase the country's transit potential, but also improve the quality of transport logistics services.

Taking into account the geographical location of the country, a positive result can be achieved by the implementation of a unified transport policy in the countries of the region, by the countries supporting each other in the issues of transport and customs work.

It is also necessary to study the mechanism of modern transport services in developed countries and introduce it into the national transport system in the development of the country's transport logistics. Especially in this regard, the use of 3PL logistics services, which are used in the process of international transportation, is considered promising. In general, the activities carried out in recent years regarding the development of the country's transport infrastructure have a positive effect on the activities of carriers on international routes. At the same time, the establishment of a modern TLM will also serve to increase the country's export potential.

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