



REASONS THAT CAN BE A FACTOR IN INCREASING THE TRANSPORT AND LOGISTICS SYSTEM IN THE REPUBLIC OF UZBEKISTAN

Kuchkorova Mukhlisakhon
Student at the University of
Perpignan Via Domicia, France

National transport and export organizations, which are actively involved in international cargo operations, are the first to recognize the importance of cargo logistics and understand the importance of cargo logistics, multimodal and terminal systems, transport technologies, modern telecommunications.

Large transport and shipping organizations in Uzbekistan in Chali create their own terminal systems, therefore it is necessary to create computer systems information systems that support the logistics of cargo transportation and logistics services. The implementation of the logistics concept is one of the main activities aimed at reducing the overall costs of the enterprise. The logistics activity is an integral part of production and includes an intermediate range of product areas (services). Logistics in macro-resources reflect the joint integration work of enterprises through the integration of different organizations. All activities and operations related to the connection must be planned, managed and coordinated.

Transport and shipping companies must consider the interests of their partners in logistics. "The chain can be stronger than the weakest link" is one of the fundamental principles of logistics.

One of the main features of logistics is the joint work of their links until the goods of different companies reach consumers. Reducing the cost of these measures will help create reserves. At the same time, the absence of a profit-sharing mechanism between Logistics partners somewhat reduces the effectiveness of this work. In Uzbekistan, we can solve the following problems that are causing the slow development of logistics:

- the lack of qualified personnel in Uzbekistan capable of organizing or improving the efficiency of existing logistics processes.

- lack of appropriate conditions for the implementation of the principles of logic in organizations. Many companies are experiencing difficulties in forming a logistics department. Private companies are not well versed in the functions, and in the activities of these units.

- the national legislation is not yet sufficiently adapted to international law, to international law trade, international transport, national transport, etc.

Transport is an important link in the economy of any country. Although Uzbekistan is not directly landlocked, it is striving to participate more actively in



world trade. In doing so, new opportunities and new challenges appear. To get to know the problem well, we have prepared the important questions:

How can the potential of Uzbekistan as a transit country evolve?

- Uzbekistan is well located from the point of view of transit flows, it is crossed by the historical Silk Road connecting Asia, the Middle East and Europe. At present, several Central Asian states are positioning themselves as transit countries, but these countries must cooperate and coordinate their efforts with each other. This means a careful approach to the choice of corridors in which funds are invested. In addition, countries should focus not only on international corridors, but also on local transport connectivity, or so-called logistics, between hotel cities, companies and between countries in the region.

In addition, Uzbekistan has a well-established railway system, but there is always an opportunity for improvement. Labor productivity can be improved at neighbouring indicators such as Kazakhstan, for example, and more. In addition, to improve efficiency, Uzbekistan may consider outsourcing some non-core activities and gradually opening the railway market.

Uzbekistan is one of the main countries producing fresh fruits per capita, but the establishment of exports remains a problem. What can we improve in the field of road freight costs? How can transportation affect productivity?

To reach the sea routes of Uzbekistan, it is necessary to cross the territory of at least two states, which, of course, negatively affects access to world markets.

The country cannot change its geographical location, but the government can compensate for the remoteness with effective transport policies aimed at reducing transport costs, improving transport speeds and crossing borders.

Today, for an Uzbek producer, the average cost of access to world markets is 4 times higher than for a German producer, for example.

How is the quality of the roads in Central Asia? What are the problems and possible solutions?

- At present, the road network and the railway network are gradually recovering after years of underfunding. The lack of financing has increased the costs for users due to the reduction in speed and the additional costs of repairing vehicles.

Uzbekistan has built world-class roads, such as highways, between Tashkent and Samarkand, but the quality of some important roads remains below world standards, which, again, leads to a decrease in speed and faster wear of vehicles.

The creation of a fund to finance the construction and repair of roads, as well as the continuous improvement of efficiency in all areas, are things that the Central Asian countries could improve and that will bring economic benefits to the region.