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Introduction. Developing on the basis of modern international economic relations, globalization and strong integration are leading to the formation of the economy more rapidly and sharply. Only by adapting to these processes can it maintain competitiveness in the current situation by developing its key areas, which are its constituent elements. At present, multimodal logistics, centers and the logistics sector play an important role in shaping specialized production and deepening cooperation around the world. Today, the experience of many developed and leading countries in the world economy proves that achieving competitiveness and access to world markets, first of all, consistent economic reform, deepening structural transformation and diversification, ensuring the rapid development of new high-tech enterprises and industries is becoming one of the most pressing tasks. In this regard, as noted in the reports of President Sh. Mirziyoyev: “.. we must ensure clear order and strict discipline in all areas. I want to emphasize once again that we will do the work together, and each of us will be personally responsible for the result.” Also, the President of the Republic of Uzbekistan Sh.M.Mirziyoev stated that “one of the main tasks is to monitor and achieve the development and implementation of forecast parameters of programs for the development and modernization of road transport, engineering and communications and social infrastructure. The new requirements for further development of market infrastructure, creation of a favorable business environment and modernization of our economy in our country are directly related to the development of logistics. The role of logistics in the further development of our economy is great. Because this sector is becoming more important for the economic development of developed and developing countries. Nowadays, there is a need to organize and develop transport logistics services for drying, storage, sale, as well as export of agricultural products. It is known that in the experience of leading countries in the world economy, achieving global competitiveness and access to world markets, first

of all, consistent economic reform and structural changes are all related to the development of the transport logistics services market. The role of logistics services in the rapid development of every sector of the economy of Uzbekistan, including the transport system, is invaluable. Therefore, the attention of influential international organizations to the development of our economy, as well as the attraction of foreign investors, the establishment of many joint ventures and their branches requires the development of new territories and access to international markets. To do this, first of all, it is necessary to have transport corridors and modern transport and logistics centers. Today, in accordance with modern requirements, the effective use of the transport system of the republic requires the development of multimodal and intermodal transport, the construction of new infrastructure facilities, ie the formation of transport terminals. Internationally, as a result of the expansion of these multimodal transportation terminals, they have become logistics centers, which at the same time cover the international transportation and logistics processes. In particular, in accordance with the Decree of the President of the Republic of Uzbekistan dated December 31, 2008 No. PP-1027 "On measures to establish an international intermodal logistics center on the basis of Navoi city airport" in Navoi region On August 17, the Angren Logistics Center was established. Today, there are two logistics centers in the country - Navoi and Angren, where the volume of freight and passenger traffic is growing. It contributes to the development of the transportation process through the logistics center operating in the free economic zone opened in Navoi region. The establishment of the International Intermodal Logistics Center in Navoi will allow it to be used not only as an intercontinental transport and forwarding network through Southeast Asia and Europe, but also to create new, modern high-tech manufacturing enterprises in Navoi region and neighboring areas. Angren Logistics Center specializes in strengthening the export potential of Uzbekistan, as well as the timely and safe delivery of domestically produced products to many countries around the world.

In general, the geographical location of the country plays a strategic role in the development of a network of modern logistics centers, which allows to reduce the costs associated with the transportation and efficient organization of production and logistics of trade companies. Today, the Angren logistics center provides transport and logistics services to the country by rail and road, imported wagons and containers from 47 countries.

The degree to which the problem has been studied

A lot of scientific work has been done on logistics, 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 the processing of products into finished products." 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 areas mutual trade and participation in logistics activities in other market relations are not well developed. In the field of improving non-traditional methods of financing logistics activities, American economists J.U.Feni, and P.D. Johnson explained that venture capital is equity financing for small businesses and logistics enterprises. Russian economist B.S. According to Esenkin: "Financial logistics as a material and technical optimization of financial flows is carried out by optimizing the movement of material flows in logistics systems, mainly by improving the service of financial flows." The statement that the transport companies in this definition and their capabilities apply to warehouses, cargo handling, packaging, inventory management, loading and unloading terminals, and retail stores is neither philosophically nor economically correct. This is because logistics activities not only carry out activities between transport companies, but also act as intermediaries in the relationship between them in delivering the product to the other or other

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participants with the consent and assignment of one party. Uzbek economists B.T. Salimov and M.S. According to Yusupov, “logistics provided information on areas of state support for the production and export of fruits and vegetables. 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 flow. At present, new decisions, decrees and various legislative acts aimed at the development of this sector are the basis of the work. Logistics has been used in a number of countries around the world, especially in countries with market relations. The scientific works of J. Gelbright, V. Gerami, R. Heinz and other foreign experts on this subject have been published in Western scientific sources. Scientific and practical issues of digitization of the economy, optimization of production and logistics operations, the introduction of logistics processes in various sectors of the economy MDX, scientists I.D. Afanasenko, V.V. Borisova, L.B. Mirotin, V.A. Topalidi, A. M. Gadzhinsky, Ya.K. Karrieva, M.M. Tairova, N.X. Burieva, KA. It should be noted that it has been studied in the works of Dadaboev, MSDosimova, KMSidiknazarov, MA Ikramov and others.

Analysis and discussion. In recent years, small enterprises engaged in transport and logistics services have been limited to more small services, and they are engaged only in outsourcing transportation services with foreign enterprises and providing low-income services. However, the main lucrative activity of transport and logistics is the supply of export-import products to international markets, but due to the lack of modern transportation technologies, the flow of foreign exchange is failing. The development of a market economy and the formation of an extensive logistics infrastructure network will certainly lead to an increase in the share of transport services within the general economic sector.

Therefore, we consider it necessary to develop the establishment of logistics centers in the country. Transportation services to consumers through logistics centers can offer the following:

- Selection of appropriate means of packaging, taking into account the characteristics of the goods (cargo);
 - include the relevant inscriptions and markings on the packaging, ie labeling;
 - envisage the use of special containers, their designation and coding, the formation of cargo units, packaging and containerization of goods;
- Selection of effective type and means of transportation;
- Adherence to rational technologies in loading and unloading of vehicles;
- Rational placement of goods in warehouses and terminals, their accounting and formation of stocks;
- use of modern information technologies;
- Creation and application of innovations using research, etc.

Modern logistics centers should have a unimodal (single), multimodal and intermodal (multi-variety) transport system in terms of the number of modes of transport involved in the delivery of goods and passengers to the destination. The structure of transport and logistics services includes, first of all, intermodal, then multimodal, then unimodal interregional transportation, then regional and

city transportation, and finally cargo transportation by vehicles owned by enterprises that are not separate transport organizations. Intermodal transportation is a system of delivery of goods on the scale of international relations by several modes of transport and from one type of transport to another without the participation of the owner of the cargo. As a result of radical structural changes in the national economy, the formation of a new trading system and the development of business entities, the integration of economic relations with neighboring and distant countries is growing year by year.

We can not say that these transport and logistics services are sufficient, given the needs of our country. The strategy for the organization of transport and logistics services in the country, first of all, indicates the level of utilization of transport potential and the need for new logistics centers. Issues related to further development and market saturation of transport and logistics services, improvement of infrastructure and organization of efficient transportation are proposed in the strategy. Based on the above, the establishment of transport and logistics centers in the further development of international economic and trade relations is a great system that solves all the problems. In order to develop this system, a number of works are being carried out in our country. According to the Resolution of the President of the Republic of Uzbekistan dated December 29, 2015 No PQ2460 "On measures to further reform and develop agriculture in 2016-2020" Procurement, storage, primary processing of fruits and vegetables in the regions, Transport and logistics services:

1. Complex logistics services
2. Multimodal transportation
3. Customs clearance of goods
4. Freight transportation services
5. Terminal-warehouse services
6. Delivery action structure

7. Transportation of collected goods Navoi International Intermodal Logistics Center, Angren Logistics Center, International transport enterprise, JSC "Uzbekistan Railways", Uzbekistan Airways, New logistics centers to be established, Single window system for all regions for international transportation It is planned to establish 17 logistics centers specializing in the organization of new road transport enterprises, transportation and export. According to this decision, in 2016 alone, efforts have been made to establish 4 logistics centers, including in Andijan, Namangan, Surkhandarya and Kashkadarya regions.

In conclusion, it can be said that the organization of modern transport and logistics services in the Republic, as well as the further development of these services in our national economy, is related to the issues of transport and logistics infrastructure. Establishment of export-import freight transport complexes, warehouses and refrigerated terminals in modern transport and logistics centers, firstly, to further develop the activities of export-oriented enterprises, and secondly, to increase the number of small businesses and at the same time serves the rapid development of industries. The main content of the project is to provide an average of 600 tons of freight per day in order to provide exemplary logistics services to the population, based on the average level of service volume and productivity. The purpose of this service is to benefit from entrepreneurial activities, as well as to create new jobs by socially supporting the population. Strategically, the company aims to achieve all of the above, and to create a comfortable and socially favorable environment for the provision of logistics services

to the population during the project period and to create a system of high quality logistics services for the population of the region. By achieving these goals, the company plans to contribute to the provision of high-quality logistics services and become one of the leaders in the country, improve the quality of logistics services and become one of the leaders in the industry by increasing the number of customers and attracting additional investment.

Conclusions and suggestions. One of the main features of logistics is the joint activity of different enterprises before the goods reach the consumer. Reducing funding for such activities will help open up resources. At the same time, the lack of a common profit distribution mechanism among logistics partners significantly reduces the efficiency of this work. We can single out the following problems that lead to the slow development of logistics in Uzbekistan:

First, the concept of logistics is new for many businessmen and managers.

Second, their organizations lack the conditions to implement logistics principles. Many organizations are “knee-deep” in the face of the economic plan. Many companies have difficulties in forming a logistics service. Employees of private firms have a low idea of the functions to be performed and the activities of these divisions.

Third, national legislation is not yet sufficiently harmonized in international law, in the field of international trade, in matters of movement, international transportation, national transportation and domestic transportation, as well as mixed transportation. Factors that impede the movement of goods lead to long-term disruption of the logistics chain, and it can last for a certain period. Therefore, it can lead to insecurity in the implementation of logistics in the implementation of their goals by managers and employees of the enterprise.

Fourth, the lack of good relations with foreign logistics organizations, the establishment of interstate legal relations with international logistics associations, insufficient level of business activity of enterprises by tax, customs, some ministries, departments and others. Currently, the focus on logistics is obvious. The work being done is no secret to any of us.

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