
TRANSPORT LOGISTICS OPPORTUNITIES IN UZBEKISTAN AND EXPECTED EFFICIENCY

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Annotation: This article is devoted to the possibilities of transport logistics and the efficiency expected from them; the article also reflects the organization of a transport logistics system that provides access to promising international markets of the Republic of Uzbekistan. The article provides an analysis of alternative transit corridors.

Key words: logistics, transport logistics, logistics system, transit corridors.

INTRODUCTION

Today, the need to increase the export potential of Uzbekistan and expand markets for local products requires the creation of favorable conditions for the diversification of foreign trade routes, the creation of the most effective alternative transit corridors that ensure the export of Uzbekistan's products. The entry of the Republic of Uzbekistan into promising international markets requires formation. At the moment, in 14 free economic zones created in 10 regions of our country, transport and logistics centers have not been created in proportion to the emerging needs to provide a full range of services in the field of customs, freight forwarding, warehouse and information logistics. In our country, only 5 international logistics centers have been created and operate: Navoi, Angren, Tashkent, Termiz and Pop.

The Republic of Uzbekistan has created a database of regulatory documents regulating the field of transport and logistics. In particular, in 2017-2020, 6 laws, 7 decrees and resolutions of the President of the Republic of Uzbekistan, 13 resolutions of the Cabinet of Ministers and more than 9 international conventions were adopted. In order to create additional favorable conditions for the further diversification of foreign trade transport corridors, increasing the transit potential of our country, as well as the development of local transport and logistics companies and increasing their competitiveness in the foreign and domestic markets, the President of the Republic of Uzbekistan dated December 2, 2017 adopted Decision No. PP- 3422 "On measures to improve transport infrastructure and diversify foreign trade routes in 2018-2022."

Based on the above decision, in order to develop national motor transport enterprises and transport and logistics companies engaged in international cargo transportation by road, until January 1, 2022, they were provided with a number of benefits. However, the results of the local analysis show that a base of regulatory documents that fully covers the activities of transport and logistics centers has not been formed.

It is also necessary to carry out a number of important works to reform the activities of transport and logistics centers. In particular, a clear legal mechanism for creating transport and logistics centers operating on the principle of "just in time" and "door to door" in the field of transport and

logistics, capable of providing a full range of services in the field of transport logistics. customs, freight forwarding, warehouse and information logistics, and it is also necessary to create a unified base of laws or regulations that directly regulate activities, and reduce tariffs in the field of transport and logistics in our republic.

On December 6, 2017, the President of the Republic of Uzbekistan Shavkat Mirziyoyev, at a meeting dedicated to improving the work of the Navoi international intermodal logistics center, stated that less than 20% of the logistics center's annual capacity of 100 thousand tons of cargo had been put into operation. Over the past eight years, 300 thousand tons of cargo have been transported through this airport. One of the systemic problems arising in the activities of the Navoi logistics center, that is, one of the main factors hindering the development of air cargo transportation, is high tariffs. In particular, according to the regulation "On payments for the passage of heavy-duty and large-sized vehicles of foreign states through the territory of the Republic of Uzbekistan", approved by Resolution of the Cabinet of Ministers of January 11, 1995 No. 11 From Payment is established from 0.4 to 2 US dollars per kilometer of heavy-duty and large-sized vehicles on public roads of the Republic of Uzbekistan, depending on the weight of the vehicle.

A number of benefits are provided during transit of international cargo carriers to foreign countries. For example, in the country of Singapore it is established that international cargo carriers are not charged a fee for removing cargo from customs territory within three days. When exporting cargo from the customs territory for a period of more than three days, a fee of 12 US dollars per day is charged.

There are similar cases in Italy at 20 US dollars per day after three days, in Germany at 47 US dollars per day after 5 days, in France at 29 US dollars per day after 5 days and in Turkey at 8 US dollars per day.

The experience of European and American countries shows that in creating additional favorable conditions for the further diversification of foreign trade transport corridors, in increasing the transit potential of the country, as well as in the development of local service companies and their competitiveness in foreign and domestic markets. Transport and logistics centers play an important role. In particular, in the Netherlands, 40 percent of the total profit from servicing the transport complex comes from transport and logistics centers. This figure is 31% in France, 25% in Germany and 30% in Central and Eastern Europe.

Dubai International Airport in the United Arab Emirates handles up to 3 million tons of cargo annually, generating approximately \$26 billion in revenue.

It is necessary to sharply increase the share of the private sector in the creation of international transport and logistics centers in our republic. Only through the logistics center located at Dubai International Airport in the United Arab Emirates, up to 3 million tons of cargo are handled per year, earning about 26 billion dollars. If the share and role of private sector representatives in the organization of transport and logistics centers is not increased, an environment of development and competition in this area will not be created.

It is necessary to create a departmental structure that coordinates the activities of transport and logistics centers. On December 6, 2017, President of Uzbekistan Shavkat Mirziyoyev held a meeting on improving the activities of the Navoi international intermodal logistics center, they emphasized.

International and local logistics companies in the field of transport and logistics in Latvia are united into two associations. In particular, the Latvian Freight Forwarders and Logistics Association and the Latvian Logistics Associations cover the activities of all logistics companies throughout the country.

In particular, on August 15, 1994, the Latvian Association of Freight Forwarders and Logistics was founded. This association is a member of the Federation of International Freight Forwarding Associations (FIATA), the Federation of International Logistics and Warehousing Associations (IFWLA). In this case, it is clear that Latvian transport and logistics networks are integrated with international networks and associations.

To attract the private sector (outsourcing) and international companies to the development of transport and logistics networks (centers) in our country, it is necessary to increase the level of attractiveness in the field of transport and logistics in our national legislation. Resolution of the President of the Republic of Uzbekistan PQ-3422 dated December 2, 2017 “On measures to improve transport infrastructure and diversify foreign trade routes in 2018-2022” was adopted. Based on this decision, in order to develop domestic motor transport enterprises and transport and logistics companies engaged in international cargo transportation by road, they were provided with a number of benefits until January 1, 2022. In particular: exemption from value added tax, property tax and land tax; the released funds will be used to expand the vehicle fleet, modernize production facilities, build modern warehouse terminals and will be used to repay bank loans; Customs duties for warehouse equipment, loading and unloading equipment, units, spare parts and other goods not produced in the Republic of Uzbekistan are intended for the provision of transport and logistics services and are paid according to lists approved in the prescribed manner (except for customs clearance fees) are exempt from payment.

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