

**ISSUES OF USING FOREIGN EXPERIENCES ON THE TRANSPORT-
LOGISTICS CLUSTER IN UZBEKISTAN**

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Abstract: *In this article, the need to increase the efficiency of using the potential for the development of transport-logistics clusters in our country is one of the priority directions for increasing the competitiveness and diversification of the economy. The leading role in this process is played by transport-logistics clusters, which should be created at the intersection of international transport corridors at border railway stations for moving goods to alternative modes of transport.*

Key words: *Transport logistics, cluster, transport system, international logistics, logistics centers.*

The main part: "Deepening of structural changes, modernization and diversification of leading sectors of the national economy" at the expense of increasing its competitiveness, establishing free economic zones, technology parks and small industrial zones, increasing the efficiency of existing zones, organizing the activities of clusters, rapidly developing the service sector, increasing the role and share of services in the formation of the gross domestic product, the structure of the provided services first of all, radical transformation of services at the expense of modern high-tech types, further development of logistics and road transport infrastructure, introduction of digitization methods into the economy, social sphere, management system, storage, transportation and sale of agricultural products, financial and tasks such as "further expansion of other modern market services provision infrastructure". Based on this, today the successful implementation of all our plans to modernize and renew our country, create a new Uzbekistan, form a qualitatively new, modern structural structure of our economy, comprehensive development of our regions, and improve road transport and communication infrastructure networks. It is integrally related to development with horses.[1]

Enter. The transport-logistics cluster is a special type of regional clusters, which, according to their infrastructural origin, is the basis for the formation and development of other regional-level economic clusters and networks. refers to the concept of planning economic activity by groups of entities.

The "Strategy of Development of New Uzbekistan for 2022-2026" also set priorities for the development of the logistics services market. Ensuring the effective execution of these tasks requires the improvement of management in logistics chains. The successful implementation of the envisaged tasks requires the development of measures aimed at improving the management mechanisms

and models aimed at ensuring the competitiveness of enterprises and cost optimization in logistic chains through the modernization of management processes in logistic chains.[2]

In Finland, there is the Limova transport-logistics cluster, which is a nationwide logistics network. The presence of a developed system of relevant business (service, consulting, etc.) can significantly reduce the costs of creating new companies within the cluster and increase the competitiveness of existing companies. The cluster was formed around a group of several Finnish companies located within a radius of 80 kilometers from each other. The cluster unites the following logistics enterprises - AlfaRoc, EP-Logistics, LogiSec, Logmaster, Logistikas, Itella; transport forwarding companies - Finavia, Innorail; consulting companies Fidacom, Varova; industry – Cargotec, Huurre; research and educational organizations; state and administrative institutions. The main company - TechVilla Technology Center - is located in Hyvinkää.

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A distinctive feature of Japanese clusters is the system of subcontracting relations between large, medium and small enterprises. The Japanese cluster consists of one large parent company with the status of a leading company and two or three levels of subcontractors located nearby. At the same time, the first-level subcontractors are bound by long-term contracts with the parent company. The relationship between the second and subsequent tier suppliers is regulated by the first tier subcontractors.[3]

The cluster policy in the field of transport infrastructure development in Russia is reflected in a number of national and regional strategies, development programs, in particular, in the concept of long-term development of the Russian Federation until 2020, in the transport strategy of Russia until 2030, and methodological recommendations for implementation delivered. Cluster policy in constituent entities of the Russian Federation. Russian Railways has developed a methodology for organizing the activities of international transport corridors based on a cluster approach using multimodal transport-logistics centers.

The concept of the formation of promising national clusters of the Republic of Kazakhstan until 2020 envisages the entry of local clusters into global supply chains, which will significantly increase the level of national technological security, improve the quality of economic growth, and improve the quality of businesses that are part of clusters. ensures international competitiveness.

The total length of world transport networks, excluding sea routes, is 38 million. is more than a kilometer:

highways - 26 mln. km;

railways - 1.24 mln. km;

pipes - 1.8 mln. km;

airlines - 9.6 mln. km;
river roads - 0.57 million km.

The length of transport networks of developed countries is 79% of the total length of world transport networks. The share of transport services in the world export and import of all types of services is approximately 25% (5.5 trillion US dollars).[4]

The largest provider of logistics services is the United States. They are 80-90 billion. They export transport and forwarding services in US dollars. But 90-100 mlr. They also import transport forwarding services worth USD. The largest exporters of this service are Germany (25-26 billion US dollars), Japan (40-45 billion US dollars), Great Britain, the Netherlands, Hong Kong (22-28 billion US dollars), Korea, etc. Germany ranks second after the USA in the import of logistics services - 52 billion. US dollars. (7.56%); Japan - 42.3 billion. US dollars. (6.24%); Great Britain - 35.8 billion. US dollars. (3.47%); Republic of Korea - 29.9 billion. US dollars. (3.41%); Italy - 22.6 billion. US dollars. (3.3%), the Netherlands - 16.6 billion. US dollars. (2.41 %) etc.[5]

The leadership of these countries in the world market in the sale and purchase of transport services can be explained by their active participation in the world trade and international division of labor.

Methodology. In this article, after studying and analyzing the previously studied researches within the scope of the topic, we formulated the questions that we need to study and find a solution. Now, based on these questions, we will collect information on the issue of increasing the economic efficiency of the transport logistics system. We perform in-depth analysis of the collected data using our selective research methods and analytical methods. We analyze and draw conclusions based on the obtained results and solutions. Based on these conclusions, we can develop theoretical and practical proposals and recommendations on the issue of increasing the economic efficiency of the transport logistics system.

Research results. Logistics is of great importance in the development of the transport network in our country. Currently, transport and logistics are of particular importance in the modern world economy. As we know, Uzbekistan is the heart of Central Asia. The day by day development of our country's economy and our transformation into an international economic country requires us to open our own production enterprises and their branches in foreign countries. Therefore, the centers opened in different parts of the world, in turn, will increase the demand for our products and services in the world community, and we will have international customers. The demand for goods and services of our country in all parts of the world makes it necessary for us to develop the transport sector and transport corridors (corridors) in order to go abroad. Transport-logistics is a big system that solves these problems.

Analysis. Based on the above considerations, the following directions were proposed by the author in this research on increasing the economic efficiency of the transport system:

- establishment of effective use of scientific and technical capabilities and production resources;
- improvement of the technical service system of vehicles based on modern technologies;
- achieving reduction or complete elimination of damage caused by transport system to ecology and economy;
- the continuous increase in expenses for modern infrastructure and the search for new sources of income in order to meet this demand;
- interaction between the participants in the transport market leads to a decrease in economic and technological efficiency, as a result of which the cost of transportation of goods in rail road transport along the network increases;
- facing crises in the field of economy and reducing the set level and amount of payment and tariffs for using infrastructure services, may require the implementation of additional state subsidies;
- with the increase of regulatory directions and objects, including the legal use of infrastructure services, and the improvement of the state management and order system;
- mutual distribution of responsibilities and tasks in the technological and operational cargo transport companies and infrastructure between the economy and the system that ensures the safety of transportation.

Summary. Currently, active and drastic measures are being taken to remove obstacles to integration into the world community. Improving the country's image in the international arena is one of the urgent issues of developing trade, economic, investment and social development models, strengthening relations with leading international analytical and research institutes, as well as world business associations.

Initiatives are underway to attract more investment in the transport sector. One of the most important reforms in the field of transport is the liberalization of the market of transport services, the gradual reduction of state monopoly and restrictions, and the provision of large facilities to foreign investors on the basis of the principles of public and private partnership.

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