



## Logistic Infrastructure Development Future

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### ABSTRACT

In order to develop the activities of free economic zones and logistics centers in Uzbekistan, to address the problems in this process, the index of logistics indicators of developed countries, the analysis of the experience of supporting logistics centers are presented.

### Keywords:

Logistics infrastructure, transport and communication, cost of transportation, logistics centers, transport corridors, index of logistics indicators, logistics intermediary.

### Introduction.

Today, free economic zones in industrialized countries are being set up to carry out or expand export-oriented production. These economic reforms are noted in the country as the deepening of structural changes in the third paragraph of the "Action Strategy of the Republic of Uzbekistan on five priorities for 2017-2021", "Priorities for economic development and liberalization", modernization and diversification of key sectors of the national economy. [1].

In this direction, pursue an active investment policy aimed at modernization of production, technical and technological renewal, implementation of projects in production, transport and communications and social infrastructure; establishment of free economic zones, technoparks and small industrial zones, increasing the efficiency of existing zones; Priorities are given to the further development of road and transport infrastructure, the introduction of information and communication technologies in the

economy, social sphere and the management system.

With the construction of the Angren-Pop railway, a single railway system has emerged in our country, and this railway is becoming one of the main areas of economic cooperation with the countries of the Great Silk Road.

### Literature review.

A number of scholars who have studied the development of logistics infrastructure, its content and its impact on other sectors of the economy have expressed different views on the essence of logistics infrastructure.

D. According to Bauersoks, the logistics infrastructure includes production facilities, media, transport companies and their capabilities, warehouses, cargo handling, packaging, inventory management, loading and unloading terminals and retail stores. According to the author, in the organization of logistics infrastructure it is necessary to determine the number of objects (warehouse complexes) with a certain geographical

location and calculate the stocks of products stored everywhere. At the same time, the author emphasizes the transport logistics infrastructure, which includes transport networks, vehicles and transport companies [2].

A.D. When Chudakov refers to logistics infrastructure, he means participants in the supply chain of suppliers of material and technical resources, producers of finished products and consumers of products. At the same time, in the logistics infrastructure, the author emphasizes that it covers all areas (subsystems) of logistics. These are: logistics, transportation and storage, inventory management, marketing activities [3].

A.L. Nosov, in turn, argues that the logistics infrastructure is a material and technical system designed to ensure the production and social life of people, and its development is one of the main conditions for the effectiveness of investment in production. The author includes in the logistics infrastructure railways and highways, communications, various transport, warehousing and various facilities [4].

Taking into account the above considerations, the logistics infrastructure can be included in the complex of buildings, transport systems, production facilities, freight, warehouses, which increase the competitiveness of the economy, necessary for the implementation of logistics activities.

### Research methodology.

In order to develop the activities of free economic zones and logistics centers in our country, to solve the problems in this process, we analyzed the experience of developed countries in the index of logistics indicators, support the activities of logistics centers.

### Analysis and Results.

According to experts of the Center for Economic Research, the cost structure of freight services provided by road transport operators in our country is very different from similar figures in developed countries. In particular, the share of fuel, depreciation costs,

taxes and fees in the cost structure is several times higher, and the share of drivers' wages, which is the most effective means of incentives, is less than 3 times [5]. According to the table below, the main items of transportation costs are accounted for by vehicle maintenance and fuel and lubricants. The level of obsolescence of vehicles used in the regional road transport associations of the country remains one of the main reasons for their inability to compete in the market of road transport services.

**Table 1**  
**Structure of the cost of road transport [6]**

Name of expenses	Percentage of transportation cost, %	
	Uzbekistan	European Union
Fuel	37-40	16-20
Lubricants	2-2,2	3
Driver's salary	15-16	52-55
Tire costs	2-2,5	1-1,1
Depreciation allowances	10-12	5-6
Taxes and fees	6-7	2
Other expenses	20-21	16

Our country does not have direct access to sea and ocean ports. In this regard, in April 1996, an interagency working group was established under the TRACECA program, which addressed the organization and generalization of transport corridors. The following transport corridors will be built from them:

- Tashkent - Ashgabat - Turkmenbashi port - Baku port.
- Almaty - Tashkent - Istanbul highway.
- Central Asian countries - up to one of the ports of East China.
- Central Asian countries-Tejen-Serahs-Mashhad-Bandar Abbas port (Iran).
- Central Asian countries - Islamic Republic of Iran - Turkey Istanbul port.

Today, the participants of foreign economic activity engaged in international cargo transportation use the following transport corridors:

Corridor 1 - in the direction of the ports of the Baltic States (transit through Kazakhstan

and Russia) - Klaipeda (Lithuania), Riga, Liepaja, Ventspils (Latvia), Tallinn (Estonia);

Corridor 2 - via Belarus and Ukraine (via Kazakhstan and Russia in transit) - Prist (Ukraine) and Brest (Belarus) border crossings, then to Europe;

Corridor 3 - to the Ukrainian port of Ilichevsk (via Kazakhstan and Russia in transit), with access to the Black Sea;

Corridor 4 - to the Georgian ports of Poti and Batumi (via transit through Turkmenistan and Azerbaijan), with access to the Black Sea, known as the TRACECA corridor;

Corridor 5 - with access to the Persian Gulf to the Iranian port of Bandar Abbas (via Turkmenistan via transit);

Corridor 6 - East to China via transit (via Kazakhstan) to the Yellow Sea;

Corridor 7 - in an easterly direction to the Yellow Sea via the ports of Nakhodka and Vladivostok in the Far East (via Kazakhstan and Russia in transit);

Corridor 8 - to Turkey and Europe (via the new Baku-Akhalkalaki-Kars railway via Turkmenistan and Azerbaijan).

Currently, the following areas are being developed:

- in the direction of Europe and Southeast Asia (transit through the Turkish port of Mersin, via Turkmenistan and Iran);

- With access to Chinese ports (via Kyrgyzstan via transit) to the Yellow, East China and South China Seas.

According to international experts, the capacity of the project corridor, excluding domestic traffic, is 12-14 million tons. tons of cargo and the possibility of uninterrupted ground communication from Shanghai to Lisbon. The parties signed an agreement on the reconstruction and development of the international highway between Andijan, Osh and Kashgar.

In connection with the settlement of the Afghan problem, new prospects are opening up for the development of southern alternative transport corridors with transit through Afghanistan to the Iranian ports of Bandar Abbas and Chahbahor.

If we look at the index of logistics indicators of our country, the highest results can be observed in the indicators of infrastructure and timely delivery, which are relatively positive (Table 2). These figures average 4.07 in China, 4.14 in Singapore, and 2.75 in the neighboring Republic of Kazakhstan.

**Table 2**  
**Index of Logistics Performance of Crisis Countries [8]**

State	Th e r o m e o f L K I	Cus to ms	Infr a- str uct ure	Intern ation al trans portat ion	Logis tics com petit ion	M on i- tor ing an d co ntr ol	In tim e del ive ry
Uzbe kista n	1 1 8	2,3 2	2,4 5	2,36	2,39	2,0 5	2,8 3
Kaza khst an	7 7	2,5 2	2,7 6	2,75	2,57	2,8 6	3,0 6
Sing apor e	5	4,1 8	4,2 0	3,96	4,09	4,0 5	4,4 0
Thai land	4 5	3,1 1	3,1 2	3,34	3,14	3,2 0	3,5 6
Chin a	9	3,9 4	4,1 0	4,05	4,00	4,0 3	4,2 9

According to the experience of other countries, the development and efficiency of logistics centers should be carried out in the following areas:

1. Reduction of reserves in business processes at the expense of:

- redistribution of reserves between wholesale and retail trade and accumulation in wholesale units;

- application of modern technology of control of emergency situations;

- High level of coordination of participants in the timely replenishment of reserves.

Both current reserves and insurance reserves are declining. Current stocks are made due to the timely delivery of packages of convenient size. Insurance reserves are reduced due to the accumulation of goods in a single distribution warehouse.

For example, if 100 stores are combined around a single distribution warehouse and insurance reserves are accumulated here, then according to the square root law, the total amount of stocks is reduced by a factor of 10 without compromising service stability.

2. High use of the area and volume of enterprises that are logistics intermediaries in the services market. For example, the logistical convenience of sales links significantly changes the composition of store areas and increases at the expense of sales areas. These are achieved by the following calculations:

- due to a sharp reduction in total stocks and the transfer of a large part of them from stores to wholesale units;

- due to the transfer of part of the manufacturing process - packaging, labeling, pricing, etc. to the previous stages of the movement of goods.

3. Accelerate investment turnover. This is achieved through the direct placement of requirements and timely monitoring of their implementation.

4. Reduction of transport costs will be achieved through high-level coordination of participants in the use of transport.

5. Reduction of manual labor costs, including cargo handling [9].

The set of effects on the use of logistics centers usually exceeds the sum of the effects of the indicated indicators. This is explained by the fact that the ability to ensure the delivery of the required cargo for the emerging market in logistically organized systems is explained by the emergence of delivery in the required quality, in the right quantity, in the right time, in the right place, at the lowest cost.

The Republic of Uzbekistan has acceded to a number of major transport conventions

and international agreements, and work is underway to diversify transport corridors.

### Conclusion and Recommendations.

In our opinion, the following work should be done to develop the logistics infrastructure in our country:

- It is expedient to create logistics hubs in the Fergana Valley, Tashkent, Jizzakh, Samarkand, Navoi, Bukhara regions of the country and to attract foreign investment in the logistics and transport system;

- Consistent continuation of work on the construction and effective use of modern logistics centers in the country;

- pay special attention to the development of the country's transport infrastructure, including the establishment of logistics centers that promote the development of domestic, export-import and transit trade;

- The geographical location of Uzbekistan is a strategically important aspect of the development of a network of modern warehouse complexes and logistics centers, which can reduce the costs associated with the transportation of goods and effectively organize the logistics of production and trade companies.

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