



Issues Of Development Of Motor Transport Logistics In Uzbekistan

**Iminov Tukhtasin
Nurmamatovich,**

Andijan agriculture and agrotechnology Institute, Department of Agribusiness and Marketing, docent, PhD
Email: iminov68@list.ru

**Raximova Gulzoda
Baxramovna,**

Level 1 master

ABSTRACT

The article examines the best practices in the development of the transport and logistics sector, the issues of achieving diversification of foreign trade through the development of logistics forwarding services and multimodal logistics centers.

Keywords:

Transport And Logistics Centers, Tariffs, Diversification, Transit Potential, Tax Freight, Freight Forwarding Services, International Carriers.

Introduction.

At present, transport and logistics centers (offers) have not been established in 14 free economic zones in 10 regions of the country in proportion to the emerging requirements for the provision of a full range of services in the field of customs, freight forwarding, warehousing and information logistics. Only 5 international intermodal logistics centers "Navoi", "Angren", "Tashkent", "Termez" and "Pop" international logistics centers have been established and are operating in our country [6].

The base of normative and legal documents regulating the transport and logistics sector has been created in our country. In particular, 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 have been adopted. In order to create additional favorable conditions for further diversification of foreign trade transport corridors, increase

the transit potential of the country, as well as the development of local transport and logistics companies and increase their competitiveness in foreign and domestic markets On December 2, 2017, the President of the Republic of Uzbekistan adopted Resolution No. PP-3422 "On measures to improve the transport infrastructure and diversify foreign trade routes in 2018-2022." According to this decision, in order to develop national transport enterprises and transport and logistics companies engaged in international road transport, they have been granted a number of benefits until January 1, 2022.

Literature review.

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

D. According to Bauersoks, the transport logistics infrastructure consists of 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 transport 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].

When it comes to transportation logistics infrastructure, writes A.D. Chudakov understands participants in the supply chain of suppliers of material and technical resources, manufacturers of finished products and consumers of products. At the same time, in the transport 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 argues that the transport 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 investments in production. The author includes in the logistics infrastructure railways and highways, communications, various transport, warehousing and various facilities [4].

Research methodology.

The scientific article used methods of analysis and synthesis, systematic approach, economic analysis, grouping, expert evaluation and comparison.

Analysis and Results.

The results of the analysis in the field show that the base of normative and legal documents that adequately regulate the

activities of transport and logistics centers and fully cover the activities of the sector has not been formed.

It is also necessary to carry out a number of important measures to reform the activities of transport and logistics centers.

First, a clear legal mechanism and direct regulation of the organization of transport and logistics centers in the field of transport and logistics, operating on the principle of "real time" and "door to door", with the ability to provide a full range of services in customs, freight forwarding, warehousing and information logistics formation of a single database of breaking laws or bylaws;

Second, the current reduction of tariffs in the field of transport and logistics in the country.

At a meeting chaired by President of the Republic of Uzbekistan Shavkat Mirziyoyev on December 6, 2017 to improve the activities of the Navoi International Intermodal Logistics Center, the logistics center used less than 20% of its annual capacity of 100,000 tons. cargo transportation has been severely criticized.

One of the main systemic problems in the activities of the Navoi logistics center, ie one of the main factors hindering the development of air freight, is the high tariffs.

In particular, in accordance with the Regulation "On payments for the passage of foreign heavy and large vehicles on the territory of the Republic of Uzbekistan" approved by the Cabinet of Ministers on January 11, 1995, heavy and large vehicles a fee has been set for the walk. According to him, depending on the weight of the vehicle, it is set to pay from \$ 00.4 to \$ 2 per kilometer.

A number of privileges are provided for the transit of international carriers in foreign countries. In particular, in Singapore, international carriers are not charged for the passage of goods through customs within three days. If the goods are transported through the customs territory for more than three days, a fee of \$ 12 per day is set [8].

Similar cases were reported in Italy at \$ 20 per day after three days, in Germany at \$ 47

per day after five days, in France at \$ 29 per day after five days, and in Turkey at \$ 8 per day. payment is set to be made [8].

The experience of European and American countries shows that in creating additional favorable conditions for further diversification of foreign trade corridors, increasing the country's transit capacity, as well as the development of local service companies and transport and logistics centers play an important role in increasing their competitiveness in foreign and domestic markets. In particular, in the Netherlands, 40% of the total revenue from the services of the transport complex falls on the transport logistics centers. This figure is 31 percent in France, 25 percent in Germany, and an average of 30 percent in Central and Eastern European countries. Dubai International Airport in the United Arab Emirates handles up to 3 million tons of cargo a year and generates about \$ 26 billion in revenue [8].

Third, a sharp increase in the share of the private sector in the establishment of international transport and logistics centers in the country. Up to 3 million tons of cargo a year is transported through the logistics center at Dubai International Airport in the United Arab Emirates alone, earning about \$ 26 billion. Unless the share and role of the private sector in the establishment of transport and logistics centers is increased, an environment of development and competition in this area will not be formed.

Fourth, it is necessary to create an administrative structure that coordinates the activities of transport and logistics centers. President of Uzbekistan Shavkat Mirziyoyev chaired a meeting on December 6, 2017 on improving the activities of the Navoi International Intermodal Logistics Center It was noted that transport operations at the Navoi International Intermodal Logistics Center have not been developed due to the lack of coordination by transport companies.

In Latvia, for example, international and domestic logistics companies have been merged into two associations in the field of

transport and logistics. In particular, the Latvian Freight Forwarding and Logistics Association and the Latvian Logistics Association cover the activities of all logistics enterprises throughout the country.

In particular, the Latvian Freight Forwarder and Logistics Association, established on August 15, 1994, is based on uniting freight forwarders and customs warehouses in Latvia to protect their interests locally and internationally. The association is a member of the International Freight Forwarding Federation (FIATA) and the International Federation of Logistics and Warehousing Associations (IFWLA). In this case, it can be seen that the Latvian transport and logistics network is interconnected with international networks and associations [7].

Fifth, to increase the level of attractiveness in the field of transport and logistics in our national legislation to attract the private sector (outsourcing) and international companies to the development of transport and logistics networks (centers) in our country. On December 2, 2017, the President of the Republic of Uzbekistan adopted Resolution No. PP-3422 "On measures to improve the transport infrastructure and diversify foreign trade routes in 2018-2022." According to this decision, in order to develop national transport enterprises and transport and logistics companies engaged in international road transport, they were granted a number of benefits until January 1, 2022 [1].

In particular: exemption from value added tax, property tax and land tax, with the freed funds directed to the expansion of its fleet of vehicles, modernization of production facilities, construction of modern warehouse terminals and repayment of bank loans; Exempted from customs duties (except for customs clearance fees) for warehousing equipment, loading and unloading equipment, units, spare parts and other goods imported in accordance with the approved lists, intended for the provision of transport and logistics services, not produced in the Republic of Uzbekistan.

Conclusion and Recommendations.

Motor transport companies licensed to carry goods on international routes have the right to carry out long-distance transportation. In addition, the purchase of vehicles, special equipment for the provision of transport and logistics services, transportation of goods and storage of goods, as well as other goods that have not been produced for more than 3 years allocation of loans with a grace period of up to 1 year, the interest rate not exceeding the refinancing rate of the Central Bank of the Republic of Uzbekistan and vehicles and special equipment purchased on credit for the transportation and storage of goods less than 3 years after their production can be accepted by commercial banks as collateral at 100% of the value specified in the contract.

Thus, the attractiveness of the legislation is not enough to attract the private sector (outsourcing) and international companies to the development of transport and logistics networks (centers). The best practices of foreign countries in the field of benefits provided by Latvia, Russia, Belarus and Turkey in the development of the transport and logistics sector were studied.

In Latvia, a number of benefits are provided to logistics companies importing from EU countries:

First, in order to save time for carriers, the procedure for filling and submitting a consignment note for transported goods has been abolished.

Second, a customs regime has been introduced to delay the payment of value added tax on imported goods. In this case, the carrier gives the right to sell the imported goods without paying VAT.

Third, the customs guarantee procedure for placing goods in a customs warehouse has been abolished. However, according to Article 197 of the Tax Code, legal entities and individuals importing taxable transactions and goods into the territory of the Republic of Uzbekistan by non-residents of the Republic of Uzbekistan are considered to be value-added

taxpayers. For the development of transport and logistics, first of all, it is necessary to liberalize the tax burden.

Fourth, it is necessary to comprehensively develop freight forwarding services in the country. Although our legislation provides a legal framework for local and international cargo transportation and provides benefits, the infrastructure of intermodal logistics centers and terminals of various services is underdeveloped. Therefore, freight forwarding services have developed unilaterally, and intermodal logistics centers and terminals have not found a strong place in our economy. In particular, due to the underdeveloped infrastructure of the Navoi International Intermodal Logistics Center, foreign carriers and local importers are not interested in using the services of the Navoi Logistics Center and receiving cargo. Therefore, although the Navoi logistics center is designed to receive and ship 100,000 tons of cargo per year, only 300,000 tons have been shipped over the past eight years.

However, a number of opportunities have been created for international carriers. In particular, the Decree of the President of the Republic of Uzbekistan dated March 1, 2018 No PF-5366 "On measures to further simplify the process of transit through the territory of the Republic of Uzbekistan." According to it, from March 1, 2018, the procedure for issuing permits to the Cabinet of Ministers of the Republic of Uzbekistan for the transit of alcohol and tobacco products through the territory of the Republic of Uzbekistan by road and rail. Also, the procedure for depositing the amount of paid customs duties paid by the carrier in the deposit account of the customs authorities of the Republic of Uzbekistan in the transit of alcohol and tobacco products by road and rail.

In conclusion, for the development of the transport and logistics sector, it is possible to diversify foreign trade, primarily through the development of logistics forwarding services and multimodal logistics centers.

References

1. Resolution of the President of the Republic of Uzbekistan dated December 2, 2017 No PP-3422 "On measures to improve the transport infrastructure and diversify foreign trade routes in 2018-2022."
2. Bauersoks D. Logistics. Integrated supply chain. - M .: Olimp-Biznes, 2001.
3. Chudakov A.D. Logistics. - M .: Rdl, 2001
4. Nosov A.L. Regional logistics. - M .: Alfa-Press, 2007.
5. Optimization of transport costs - an important factor in the sustainability of economic development: problems and solutions. Analytical report Tsentra ekonomicheskix issledovaniy. - T., №09 / 2019, 49 p.
6. Analytical report of the Center for Economic Research. - T., 2020.
7. www.traceca-org.org
8. Data of the annual report of the World Bank's index of logistics indicators 2020 y. <https://lpi.worldbank.org/international/global>
9. Mamajonov A.T. Accounting of income and expenses for regular activities. European Journal of Agricultural and Rural Education (EJARE). 2021.
10. Mamazhonov Akramjon Turgunovich. Conceptual issues of accounting for finished goods in the automotive industry. International Scientific Journal Theoretical & Applied Science. 2020.
11. A.T Mamajonov, F.R Uzokmirzaev, N Foziljonova. The main ways to solve the problem in the area of financial activity of the enterprise. - Innovations in science, 2018.
12. A.Mamazhonov and Muydinov E. Documenting An Audit Of Financial Statements Based On International Auditing Standards. International Journal of Progressive Sciences and Technologies (IJPSAT). 2021/2.