

Issues of widespread introduction of logistics systems in the development of foreign economic activity

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Abstract. This article is devoted to the issues of widespread introduction of logistics systems in the development of foreign economic activity of Uzbekistan, connecting Asia, the Middle East and Europe.

Key words: *logistics centre; transport terminal; logistics services; Silk Road; railway system*

1. INTRODUCTION

It is well known that there are more than forty countries in the world that do not border the oceans. Uzbekistan and Liechtenstein are not only landlocked, but only Border States that are also landlocked. Transport is an important link in the economy of any country. Despite the fact that Uzbekistan does not have direct access to the sea, the country is trying to actively participate in world trade. The world experience of developed countries shows that the maximum efficiency in the development of the transport and logistics sector can be provided by special complexes of infrastructure facilities and services, which today are called "logistics centre" and "transport terminal". This creates new opportunities and challenges. Uzbekistan is well located in terms of transit flows, the historical Silk Road passes through it, connecting Asia, the Middle East and Europe. At the moment, a number of Central Asian states are positioning themselves as transit countries, but these countries need to cooperate and coordinate their efforts with each other. This means a careful approach to the choice of corridors in which funds are invested. In addition, countries should focus not only on international corridors, but also on local transport connectivity, or the so-called logistical interconnection, between hotel cities, enterprises, and also between countries in the region.

Logistics is the process of planning, implementing and controlling the rational and efficient movement of goods, services and related information from the starting point to the final consumer in order to satisfy customer requirements. Logistics services are a wide range of operations related to the receipt, storage and movement of goods. Logistics services are aimed at organizing the delivery of goods from one point to another with minimal financial and time costs. The company develops the most profitable routes for each customer. Specialists working in the field of logistics help with the choice of transport, taking into account the type of cargo, its size and weight. They also study the area and the condition of the roads to which the goods need to be delivered. Employees of the company monitor the transportation, thanks to which the client can make changes during transportation.

The seven rules of logistics are as follows:

1. Product or object (subject) - the desired product, the corresponding object (subject);
2. Quality - of the appropriate quality;
3. Quantity - in the required quantity;
4. Time - must be delivered at the right time;
5. Place - to the right place;
6. Costs - with minimal costs;
7. Consumer - to the desired (corresponding) consumer.

2. LOGISTICS SYSTEMS IN THE DEVELOPMENT OF FOREIGN ECONOMIC ACTIVITY

The goal of logistics activity is considered achieved if all of the above rules are met, in particular, the right product of the required quality level in the required quantity is delivered to the right consumer at the right time at the right place with minimal cost. The role of logistics in the world is difficult to overestimate. Considering the modern world, there is such a trend as the development of logistics systems, it directly relates to supply chain management. International trade is directly related to logistics systems, since it is impossible to imagine how goods from one continent got to another without organizing transportation. Now most of the carriers and operators organizing the entire transportation process are private companies that have nothing to do with the state. But with all the factors, the state plays a huge role in this process, since without the intervention of state structures it is impossible to solve a number of issues related to the organization of transportation. Logistics is the main link in international trade. Strictly speaking, logistics is a huge number of companies that undertake the obligation to transport goods from one point to another. A considerable number of countries place great emphasis on transportation. Companies believe that of the entire range of logistics services, transportation occupies one of the main roles. Thus, transportation accounts for a large part of the entire range of logistics services (see, for instance [1]).

Working in any of the areas of foreign economic activity requires perseverance, attentiveness and great responsibility, since the slightest mistake made in the calculations can lead to a violation of the law and will not be perceived in the best way for the company where you work. The main advantage is that there will always be a demand for specialists who clearly know customs and foreign economic activity. The role of transport in foreign economic activity is one of the important components of the organization of bringing the goods to the final buyer. In the modern world, practically no sphere of activity, both the provision of services and production, can do without transport services, and many needs of people cannot be satisfied. Obviously, underdeveloped transport logistics leads to economic costs, such as the reduction or loss of opportunities and a decrease in the quality of life. At the aggregate level, efficient transport logistics reduces costs in many sectors of the economy, while inefficient transport logistics increases these costs. The sphere of transport logistics carries an important social and environmental burden that cannot be neglected. The formation of a competitive economic segment of transport services, the achievement of its efficiency, high commercial qualities cannot be carried out without the development of logistics infrastructure and the introduction of high-performance technical means. As the world develops, new technologies come. Each sphere is developing, which entails the development of its directions. When you start to think about the world around you, you come to the conclusion that all fantastic stories have been brought to life. Oddly enough, but this greatly facilitates the scope of logistics. Different countries are engaged in different areas, but they all agree on one thing, the world is moving into a robotic reality. Human labor is being replaced by machines, which reduces the financial investment in employee wages and increases productivity (see, for instance [2-3]).

Uzbekistan has a well-established railway system, but there is always room for improvement. In addition, to improve efficiency, Uzbekistan may need to consider outsourcing some non-core activities in the future, as well as gradually opening up the rail market. Uzbekistan is one of the top fresh fruit producing countries per capita, however exports remain a challenge. To reach the sea routes from Uzbekistan, one must cross the territories of at least two states, and this, of course, negatively affects access to world markets. Recently, significant work has been done in the Republic of Uzbekistan in order to create a favorable environment for the implementation of a unified policy in the field of modernizing the transport and logistics sector, creating an integrated management system for all types of transport and increasing the productivity of their interaction. Transport logistics has acquired positive vectors of development. Against the background of a fairly stable development of already existing transport enterprises, an increase in the number of registered carriers and passenger traffic was noted. The creation of transport and logistics centers marked the beginning of the formation of a large-scale internal logistics network. Given the annually increasing volumes of trade between the countries of Southeast Asia and Europe, as well as the prospects for using the transport and transit potential of Uzbekistan, it is necessary to improve the transport and trade infrastructure, which includes the creation of modern warehouse complexes for the storage, processing, warehousing and distribution of export-

import cargo. Undoubtedly, these storage terminals could serve both domestic cargo and cargo transiting through Uzbekistan.

3. CONCLUSION

Uzbekistan is a developing independent state with a rich historical and cultural heritage. A big plus is the development of the economy of Uzbekistan and the establishment of the state as a full partner in the world community. It would be finding the shortest way to access the maritime shipping route. Transit transportation and the ever-increasing pace of development of Chinese industry suggest that today, more than ever, the way is important, the new great Silk Road connecting Europe and Asia. Of course, this will strengthen the position of the Republic of Uzbekistan in the world market.

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