

Prospects, opportunities and problems for the development of the logistics industry in the Republic of Uzbekistan

Fazliddin MUMINOV

University of Economy and Pedagogy, Uzbekistan
E-mail: mfazliddin312@gmail.com

Abstract. This article is devoted to prospects, opportunities and problems for the development of the logistics industry in the Republic of Uzbekistan.

Keywords: *transport and logistics; product quality; road system; transport service sector*

1. INTRODUCTION

The state pays great attention to the development of transport and logistics in Uzbekistan. In particular, over 90% of the total transported goods and 98% of transported passengers were transported by road vehicles during the past 2022. Last year, the total foreign trade turnover between the Republics of Uzbekistan and Azerbaijan amounted to 119 million US dollars (142% compared to the previous year). Out of this, export amounted to 76 million US dollars (140 percent compared to last year) and import volume amounted to 43 million US dollars (145 percent compared to last year). It can be seen that trade and economic cooperation between the two countries is rapidly developing. In particular, in Uzbekistan, there are a lot of things being done to develop the logistics sector, as well as some shortcomings and low access to foreign markets due to its geographical location, and issues related to neighboring countries are one of the main problems. Today, the improvement of friendly relations with all countries by the President of the Republic of Uzbekistan can be seen that the rate of growth of Uzbekistan is increasing not only in logistics but also in other areas. One of the important factors related to public service networks is the provision of transportation services. [1-3]

Effective organization of transport service:

- reducing the time of delivery of products from producers to consumers;
- allows to dramatically reduce product quality violations.

Inadequacy of the regional road system:

- shortening of the life of vehicles, premature failure of parts;
- increase in freight costs, decrease in efficiency, deterioration in product quality;
- causes negative situations such as the inability to deliver goods to consumers within the specified period.

2. THE CONCEPT OF SOCIO-ECONOMIC DEVELOPMENT

The concept of socio-economic development of the Republic of Uzbekistan until 2030 envisages sustainable long-term development of the economy by expanding and diversifying the financial sources of ensuring economic growth by supporting the development of the capital market and its separate segments. Also, the main goal is to increase the real income and standard of living of the population based on the provision of permanent jobs through the development of the production and service sectors,

thereby reducing poverty. Based on the above considerations, the factors affecting the increase in the efficiency of public transport services can be grouped as follows:

social demographic: covers the system formed by the location, gender, age, family status of the population;

social-domestic: it is related to the improvement of living standards and housing conditions, cultural-domestic service, solving problems related to transport, organization of public meals and medical services, existence of pre-school institutions, people's recreation and productive organization of free time;

social - related to production: covers labor organization management, participation in competition, labor payment system, payment depending on the work performed, labor discipline;

socio-economic: this includes the level of wages, income per capita.

Such grouping of social factors affecting the development of transport service networks allows full use of management in the growth of development. In addition to the above, it is possible to highlight additional features and characteristics of transport services, such as territorial relevance, consumption aspect, lack of nomenclature of the types of products produced by the transport service sector, constant growth of the need for the transport service sector, services in material production and non-production sectors. uniqueness of needs, lack of a single management body in service networks, etc.

The issues of econometric modeling are not limited to the understanding of the studied field, but also provide the experience of applying the knowledge gained during the study in the practice of the market economy, having a positive influence on it in order to achieve the set goals.

It is desirable to study that not the same, but different values correspond to the influencing factors in social phenomena, and their interdependence is correlated. Because the characteristic feature of social spheres is that it is impossible to determine the complete list (strength) of all factors affecting this sphere.

In addition, only approximate expressions of connections can be written using the formula. Because the number of factors affecting the living conditions of the population is very large, it is impossible to determine their complete list and write an equation that fully expresses their connection with the resulting character. It is necessary to organize the successful management of the transport service industry in the republic in the conditions of market relations and competition in such a way that it must affect the internal and external environment of the networks. For this, it will be necessary to create new organizational econometric models of service provision. The long-term strategy of the economy of Uzbekistan was developed by the Institute of Forecasting and Macroeconomic Research. The main goal expected from it is to ensure stable and continuous development of the economy in order to raise the standard of living of the country's population. On the basis of this strategy, the main indicators and options for the long-term prospective development of the economy of Uzbekistan were considered in several cases.

We created the following functional view based on republican transport and logistics service networks and the factors affecting them:

$$T_{tx} = \varphi_1(I_{ba}, A_d, K_m, Q_{xm}) + \varepsilon_1 \quad (1)$$

Here: T_{tx} – provision of transport services to the population of the republic (in billion soums); I_{ba} – employed part of the population of the republic (thousands of people); A_d – total income of the population of the republic (in billion soums); K_m – capital funds of the republic's population (in billion soums); Q_{xm} – the amount of agricultural products of the republic (in billion soums); ε_1 - random factors. [4]

We used statistical data from 2008 to 2022 to create multi-factor empirical models through service networks for the population of the Republic of Uzbekistan and factors influencing them. The correlation matrix between the influencing factors for the development of the transport service sector in the Republic of Uzbekistan was calculated in the Eviews10 program. For example, we have selected the number of teachers per thousand students in the Republic, the general expenses related to improving the living conditions of the population of the Republic, the costs of public education in the Republic, and the provision of household goods and computer repair services to the population as factors affecting the modeling of the network of providing quality education services to the population of the Republic. We conduct an autocorrelation analysis to determine the absence of multicollinearity between these factors.

In order to create a multi-factor empirical model on the factors affecting the development of each branch of the public service sector, all the above factors are taken and their significance in the model is checked. [5]

The multi-factor empirical model built for the transport service sector for the population of the Republic is as follows:

$$Y = 259,458 - 0,437 * X_1 + 0,007 * X_2 + 0,004 * X_3 + 0,211 * X_4$$

$$t \quad (3,786) \quad (-4,519) \quad (2,777) \quad (1,236) \quad (11,416) \quad (2)$$

The parameters considered in the models built for each service network (for linear regression equations) consist of different indicators. Therefore, it is necessary to calculate the coefficients of elasticity in the analysis.

The multi-factor empirical model built for the transport services (Y) industry of the Republic gave the following results: the size of the transport services (Y) sector, if the employed part of the Republic's population (X1) increases by 1%, it decreases by 3.02%, the population of the Republic decreases by 3.02%, It was determined that if the total income (X2) increases by 1%, it will increase by 0.16%, if the capital funds of the population of the Republic (X3) increases by 1%, it will increase by 0.06%, if the amount of agricultural products of the Republic (X4) increases by 1%, it will increase by 2.03%.

3. CONCLUSION

Improving the public transport service network is a complex category that incorporates many indicators. In this regard, we separated a number of indicators and developed a simulation model for its comprehensive evaluation. Per capita service turnover, service consumption indicates the social efficiency of the population's standard of living. Improvement of econometric modeling forms the basis of modern forms and methods of development of public transportation services. Proposals have been developed for studying best practice, introducing transport service standards, modeling the development of methods for improving the quality and culture of transport service. The implementation of the above proposals and recommendations will allow to increase the efficiency of transport service levels for the population in the Republic.

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