WAYS TO IMPROVE THE EFFICIENCY OF TRANSPORT AND LOGISTICS SERVICES BASED ON AN INNOVATIVE APPROACH

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Abstract
The article reflects the main ways to ensure the stability of social and economic growth of the region by exporting and importing products with high added value that match the conjuncture of domestic and foreign markets by increasing the efficiency of transport and logistics services based on an innovative approach.

Keywords: innovative approach, logistics, product, service, market situation, added value, export, import, economic growth.

Introduction

It is known that the transport and logistics system, which is its lifeblood, is very important in the development of the economy of every country. In the world, especially in the conditions of globalization, quality provision of transport and logistics services at the national, regional and international levels is becoming more and more important. In this process, the market of motor transport services took place as an important segment, "its share in the world gross domestic product was 6.8 percent". Today, the importance of transport infrastructure is increasing in the processes of globalization taking place in the world. The task of improving the activities of this sector is carried out by the global transport and logistic system. According to the data of the World Bank Group, the amount of world transport services in GDP is 4.2 trillion. Estimated in the amount of US dollars (6.8%), it is 110 billion per year. tons of cargo and 1 trillion. more than 100 million passengers are transported, and the number of employees employed in the transport infrastructure is 100 million. constitutes a person. In addition, transport, including motor transport, consumes a large part of energy and natural resources, and has a significant impact on the rapid development of other sectors.

According to the results of the analysis, the share of the transport sector in the cost of products and services in developed countries is 8-9 percent, and this indicator is 1.5 percent in countries without direct access to sea routes. is twice as high. These, in turn, make the need to effectively use the competitive potential of transport and logistics enterprises even more urgent. By optimizing the movement of finished products and raw materials in the domestic market, an efficient transport-logistics system ensures the delivery of goods and services in favorable conditions and at low prices for customers, and stimulates competition in the market. In the foreign market, it increases the country's economic competitiveness and accelerates the process of integration into the world economy.

In the conditions of current globalization, many approaches to rapid growth and development in the world require collective coordination. It is known that the role of logistics infrastructures, which are organized with modern approaches such as free economic zones, technology parks, clusters, corporations, in the development of industries and specialties, is incomparable. Regular analysis and effective use of the laws related to the formation and development of the innovative environment in every field is a requirement of today. Because innovation is a product of active cooperation of scientific research, science, education and production, starting from an idea that arose due to a complete concentrated integration of knowledge, a factor that ensures a full and prosperous life based on innovations, socio-economic development. From this point of view, foreign researchers also describe these scientific directions in separate and systematic descriptions of logistics issues. Theoretical Aspects of Perfect Logistics D. Bowersox, M. Linders, L.B. Mirotin, D. Waters, K. Laynos, M. Gillingham, Dj.R. Stock, D.M. Lambert, A.M. Gadzhinsky, A.G. Kalchenko, T.V. Kosarev, M.A. Auckland, V.I. A.N. Rodnikov, Sergeyev, A.D. Chudakov, N.I. and others are covered in their work. In particular, according to D. Bauersox, logistics infrastructure facilities, information media, transport companies and their capabilities, warehouses, cargo transportation, packaging, inventory management, cargo loading and unloading terminals and retail stores. In the opinion of the author, it is necessary to determine the number of objects (warehouse complexes) with a certain geographical location and calculate the stock of products stored in each place when organizing the logistics infrastructure. At the same time, the author specifically notes the transport logistics infrastructure, which includes transport networks, vehicles and transport companies. A.D. Chudakov understands logistics infrastructure as participants in the supply chain of suppliers of material and technical resources, producers of finished products and consumers of products.

From this point of view, the author emphasizes that logistics infrastructure includes all areas (subsystems) of logistics. These are: material and technical supply, transport and storage, inventory management, marketing activities. Taking into account the above points, in our opinion, logistics is the art of accurate calculation, the infrastructure of a rational management system, the buildings and structures, transport systems, production facilities necessary for the implementation of logistics activities, which increase the competitiveness of the economy. can be described as a complex of cargo transportation and warehouses. In order to increase the efficiency of the logistics system in our country, to solve the problems in this process, we analyzed the experience of supporting the activity of logistics centers, the index of logistics indicators of developed countries, and presented directions for the development of their activities through the methods of comparison, analysis, and synthesis. .

The total length of world transport networks, excluding sea routes, is 38 million. is more than 100 km: 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). On the world market, in terms of value, the providers of transport and forwarding services are second only to the largest exporters of goods [5]. 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 in the amount of US dollars. 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. (4). 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. 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. It is known that the process of providing services at the intermodal logistics hub in Uzbekistan is improving every year. Due to its location at the intersection of the main road and railway networks connecting Asia with Europe, it has become the largest cargo transit airport in Central Asia in a short period of time due to its geographically convenient location. Close cooperation with logistics centers of cities such as Milan, Rome, Vienna, Brussels, Frankfurt, Incheon, Dubai, Hanoi, Tianjin, Delhi, Mumbai, and the total volume of cargo transportation in 2020 will be 1.3 billion. tons (104.6 percent compared to last year), cargo turnover 40.1 billion. tons (101.8 percent). The volume of passenger transportation in all transport is 5.26 billion. passenger (87.2 percent), passenger turnover 116.96 billion. passenger/km (83.5 percent).

The total volume of international cargo transportation (export, import and transit) is 46.9 mln. tons, or 108.5 percent compared to the same period last year. Export cargo is 13.2 mln. tons (117.1 percent compared to 2019), import 24.5 mln. tons (102.4 percent) and transit 9.07 mln. tons (114.7 percent). 39.5 mln. of railways in international transportation. tons (112.7 percent), cars 7.3 million. tons (90.3 percent), air transportation is 60.6 thousand tons (138.9 percent) and it is increasing from year to year. However, according to the researches of experts of the Economic Research Center, for example, the cost structure of cargo transportation services provided by road transport operators of our country is very different from similar indicators of developed countries. In particular, the share of fuel, amortization costs, taxes and fees in the cost structure is several times higher, and the share of driver's wages, which is considered the most effective means of motivation, is less than 3 times.

Our country does not have direct access to sea and ocean ports. In this regard, in April 1996, an interdepartmental working group was formed in accordance with the "TRASEKA" program, and this group resolved the issues of organizing transport corridors and their

generalization. The following transport corridors will be built from them: - Tashkent - Ashgabat - Port of Turkmanboshi - Port of Baku. - Almaty - Tashkent - Istanbul highway. - Central Asian countries - to one of the ports of Eastern China. - Central Asian countries- Tedjen-Serakhs-Mashhad-Bandar Abbas port. - Central Asian countries - Islamic Republic of Iran - Port of Istanbul, Turkey. Today, participants of foreign economic activity engaged in international cargo transportation are using the following transport corridors: Corridor 1 - in the direction of the ports of the Baltic states (with transit through Kazakhstan and Russia) - Klaipėda (Lithuania) , Riga, Liepaja, Ventspils (Latvia), Tallinn (Estonia); Corridor 2 - through Belarus and Ukraine (with transit through Kazakhstan and Russia) - border crossings of Chop (Ukraine) and Brest (Belarus), then to Europe; Corridor 3 - to the Ukrainian port of Ilichevsk (with transit through Kazakhstan and Russia), with exit to the Black Sea; Corridor 4 - to the Georgian ports of Poti and Batumi (with transit through Turkmenistan and Azerbaijan), with access to the Black Sea, named the TRACEKA Corridor; Corridor 5 - to the Iranian port of Bandar-Abbas (through Turkmenistan in transit) with an exit to the Persian Gulf; Corridor 6 - in the eastern direction through China (with transit through Kazakhstan) to the Yellow Sea; Corridor 7 - in the eastern direction through the ports of Nakhodka and Vladivostok of the Far East (with transit through Kazakhstan and Russia) to the Yellow Sea. Corridor 8 - to Turkey and Europe (through Turkmenistan and Azerbaijan with transit on the new Baku-Akhalkalaki-Kars railway); Currently, the following routes are being developed: - in the direction of Europe and Southeast Asia (via Turkmenistan and Iran with transit through the Turkish port of Mersin); - with access to Chinese ports (in transit through Kyrgyzstan) to the Yellow, East China and South China seas; - In connection with the settlement of the Afghan problem, new prospects are opening for the development of southern alternative transport corridors through Afghanistan to the Iranian ports of Bandar-Abbas and Chakhbahar.

According to the analysis of experts, the growth rate of the economy goes hand in hand with the development of transport services. In particular, in order for the GDP to increase by an average of 8 percent per year, the increase in the volume of cargo transportation should not be less than 10 percent, and the amount of investments directed to the transport network should be more than 15 percent compared to last year. . It is known that a lot of money is spent in this field every year in our country. According to the President's decision "On the program of development and modernization of engineering-communication and road transport infrastructure in 2015-2019", more than 150 projects with a total value of 10 billion dollars will be implemented. Of course, the implementation of such works will serve the wider implementation of the modern logistics system, radical improvement and development of the existing ones.

The scientific-theoretical basis of the effective use of the potential of the transport-logistics service system was researched, the methodological principles of increasing their competitive potential were determined, and the mechanism of the formation of the competitive potential

and the impact on the aggregate economic potential was revealed. At the same time, the role of road transport in the country's transport-logistics system, the state of modern development of the potential for providing transport services was studied, and an economic assessment was given to it. In particular, the level of resource utilization was analyzed as the basis of the transport-logistics potential, and it was noted that the extensive growth factor had a stronger effect on the additional growth rate. From this, it was found that the existing reserves of intensive factors are not fully used to increase the potential of transport logistics. By forming a conclusion, we considered it necessary to implement the following proposals in order to increase the efficiency of transport-logistics services: - by attracting foreign and local investments in the transport-logistics system, to accelerate the work on the establishment of modern logistics centers in all regions of our country and their effective use continuation in horses ensures the achievement of the intended result;

- paying special attention to the development of transport infrastructure and services, including the establishment of logistics centers that support the development of local, export-import and transit trade; - development of international transport corridors, improvement of the logistics system, effective use of the country's transport potential, implementation of measures to reduce costs of logistics services of business entities.

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