

**ACCORDING TO THE TRANSPORT-LOGISTICS CLUSTER
DIRECTIONS OF USING FOREIGN EXPERIENCES**

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Abstract: In this article, transport and logistics in our country the effectiveness of using the potential for the development of clusters the need to increase the competitiveness and diversification of the economy is one of the priority areas of development.

Key Words: Transport logistics, cluster, transport system, international logistics, logistics centers.

The main part: The Republic of Uzbekistan in 2017-2021 Actions on five priority areas of development In the section of the strategy on the priorities of economic development and liberalization, it is stated: "Deepening structural changes, increasing the competitiveness of leading sectors of the national economy due to modernization and diversification, establishing free economic zones, technoparks and small industrial zones, increasing the efficiency of existing zones, organize the activity of clusters rapid development of the service sector, increasing the role and share of services in the formation of the gross domestic product, fundamentally changing the structure of the provided services, first of all, at the expense of modern high-tech types of services, further developing the logistics and road transport infrastructure , economy, social sphere, management introducing digitization methods into the system, agricultural products storage, transportation and sales, financial and other modern such as further expansion of market service provision infrastructure tasks are listed. Based on these, our country today modernization and renewal, creation of a new Uzbekistan, qualitatively new, modern structural structure of our economy formation, comprehensive development of our regions successful implementation of our plans, road transport and to the rapid development of communication infrastructure networks is inextricably linked. [1]

Introduction. Transport-logistics cluster is a special type of regional clusters and different regional according to their infrastructural origin formation and development of economic clusters and networks as a basis for, and temporarily for the implementation of joint projects economic by groups of merging economic entities refers to the concept of activity planning. "Development of New Uzbekistan for 2022-2026 strategy" is also a priority for the development of the logistics services market tasks are defined. Ensuring the effective performance of these tasks is logistical requires improvement of management in chains. It is intended management in logistics chains of successful execution of tasks competitiveness of enterprises by modernizing their processes It is also aimed at ensuring cost optimization in logistic chains improvement of management mechanisms and models requires the development of measures. [2]

Finland a country-wide logistics network there is a transport-logistics cluster. A developed system of relevant business presence (service, consulting, etc.) is new within the cluster companies can significantly reduce the cost of creation and available can increase the competitiveness of companies. Cluster apart A group of several Finnish companies within a radius of 80 kilometers formed around. The cluster unites the following logistics enterprises – AlfaRoc, EP-Logistics, LogiSec, Logmaster, Logistikas, Itella; transport forwarding companies - Finavia, Innorail; consulting companies Fidacom, Varova; industry – Cargotec, Huurre; research and education organizations; state and administrative institutions. The parent company is TechVilla Technology Center – located in Hyvinkää.

Japan clusters are large, medium and small is a system of subcontracting relations between enterprises. Japan cluster from one large parent company with the status of a leading company

and from two or three levels of subcontractors located nearby consists of At the same time, the first-class subcontractors are with the parent company bound by long-term contracts. Second and next level relationships between suppliers and first-tier subcontractors regulated by [3]

Russia cluster in the field of transport infrastructure development policy in a number of national and regional strategies, development programs, in particular, the Russian Federation in the period until 2020 in the concept of long-term development until 2030 In Russia's transport strategy, methodical implementation reflected in the recommendations. In constituent objects of the Russian Federation cluster policy. Russian Railways multimodal transport and logistics international based on cluster approach using centers developed a methodology for organizing the activities of transport corridors.

Kazakhstan prospective national clusters of the Republic until 2020 global supply of local clusters in the concept of formation It is planned to enter the chains, which increases the level of national technological security significantly increases, improves the quality of economic growth and international competitiveness of businesses that are part of clusters provides

The total length of world transport networks, excluding sea routes, is 38 million. is more than a kilometer:

highways - 26 mln. km;

railways - 1.24 mln. km;

pipes - 1,8 mln. km;

airways - 9,6 mln. km;

river ways - 0,57 mln.km.

The length of transport networks of developed countries is world transport networks make up 79% of the total length. All kinds The share of transport services in the world export and import of services is approx 25% (5.5 trillion US dollars). [4]

The largest provider of logistics services is the United States. They are 80-90 billion Export of transport and forwarding services in US dollars they do. But 90-100 mlr. Freight forwarding in USD they also import their services. To the largest exporters of this service Germany (25-26 billion USD), Japan (40-45 billion USD) and Great Britain, the Netherlands, Hong Kong (22-28 billion US dollars), Korea etc. It ranks second only to the United States in importing logistics services Germany - 52 bln. US dollars. (7.56%); Japan - 42.3 billion. USA dollar (6.24%); Great Britain - 35.8 billion. US dollars. (3.47%); Korea Republic - 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. [5] Sale of transport services in the world market of these countries and leadership in purchasing their world turnover and international can be explained by active participation in the division of labor.

Methodology. In this article, the topic was previously studied We learn and find solutions by studying and analyzing research we formulated the necessary questions. Now based on these questions the question of increasing the economic efficiency of the transport logistics system we collect information on The study selected the collected data perform in-depth analysis using our methods and analytical methods we increase Based on the analysis, the results obtained and our solutions, the conclusion we do Based on our conclusions, the transport logistics system is economic theoretical and practical proposal on the issue of increasing efficiency, and we can develop recommendations.

Research results. In the development of the transport network in our country logistics is very important. Today, transport and logistics are the modern world is of particular importance in the economy. As we know Uzbekistan It is the heart of Central Asia. Economy of our country day by day development and international economic countries Our cycle is our own production in foreign countries it directs us to open our enterprises and their branches. So Centers opened in different parts of the world, in turn, the world increases the demand for our products and services in the

community and we will have international customers. Our country in all parts of the world the demand for goods and services, in turn, we go abroad development of the transport sector and transport corridors (corridors). sets the condition. Transport-logistics solves these problems is a large system.

Analysis. Based on the above considerations, the transport system author in this study on increasing economic efficiency offered the following directions:

- effective scientific and technical capabilities and production resources enable use;
- improvement of the vehicle maintenance system based on modern technologies;
- delivered by the transport system to ecology and economy to reduce or completely eliminate damages;
- non-stop spending on modern infrastructure the question of finding new sources of income in order to increase and meet this demand;
- The interaction between the participants in the transport market leads to a decrease in economic and technological efficiency, as a result, the cost of transporting goods in rail transport across the network increases;
- coping with crises in the economy and infrastructure a decrease in the fixed level and amount of fees and tariffs for the use of services, may require the implementation of additional subsidies from the state;
- With the increase in regulatory direction and facilities, that's it including the legal use of infrastructure services, and improving the public administration and order system;
- between the economy and the transport security system mutual distribution of responsibilities and tasks in the technological and operational freight transport companies and infrastructure.

Summary. Currently, it is on the path of integration into the world community active and drastic measures are being taken to remove the barriers. Improving the country's image in the international arena is one of the urgent issues of developing trade, economic, investment and social development models, strengthening relations with leading international analytical and scientific research institutes, as well as world business associations.

Implementation of the broad attraction of investments in the transport sector increasing initiatives. One of the most important reforms in the field of transport is the liberalization of the market of transport services, the gradual reduction of state monopoly and restrictions, and the provision of large facilities to foreign investors on the basis of the principles of public and private partnership.

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