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FOREIGN EXPERIENCE ON TRANSPORT AND LOGISTICS CLUSTER AND ITS APPLICATION IN UZBEKISTAN

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Abstract:

In this article has been described in detail the work of the authors on the transport and logistics cluster in Uzbekistan and the practice of applying foreign experience in organizing their status. Also, the experience of transport and logistics clusters in developed countries is analyzed. In particular, a comparative analysis of the experience of the transport and logistics cluster in countries such as Finland, Japan, Russia, Kazakhstan and a number of recommendations for its application in Uzbekistan.

Keywords: Cluster, transport, logistics, strategy, technoparks, transport infrastructure, services market, cluster technologies, innovative clusters, brokerage, distribution centers and logistics clusters of terminals.

INTRODUCTION

The third direction of the "Development Strategy of the New Republic of Uzbekistan for 2022-2026" provides for the development of a single transport system with interconnection of all modes of transport, the possibility of reaching and returning to the destination on a daily basis between major cities. Improving the system of public transport and development of its infrastructure in Tashkent city and regions, increasing the attractiveness of railway services. Accelerated development. It is planned to expand "green corridors" for foreign trade in the transport sector, as well as transit capacity and increase the volume of transit cargo to 15 million tons. [1]

Based on this, today the successful implementation of all our plans for the modernization and renewal of our country, the creation of a new Uzbekistan, the formation of a qualitatively new, modern structure of our economy, the integrated development of our regions will boost the road transport and communication infrastructure. 'is inextricably linked to the development of horses.

In recent years, the rapid development of logistics, clusters, innovation, digitalization in Uzbekistan has become one of the priorities of state economic policy.

This, in turn, leads to a full-scale study of the digital development of Uzbekistan in order to draw conclusions about the contribution of digitalization to the development of the competitiveness of the economy, increasing the level of human development, youth employment, increasing labor productivity. It should be noted that in the system of transport and logistics clusters, the use of digitalization, ie information and communication technologies, innovative logistics is of great importance.

ANALYSIS AND RESULTS

Mechanism for determining optimal management of use of production capacity at the textile enterprises were investigated by Tursuniv B. [7;8], .*m*ain indicators of textile enterprises' financial security assessment were studied by Burkhanov A. [10].

Accounting–a System for Managing Economic Information in Agriculture were researched by Yuldashev E. I. [11], Ergasheva S. T.[13], Mannapova, R. A. [12].

The transport and logistics cluster is a separate type of regional clusters, which, based on their infrastructural origin, form the basis for the formation and development of economic clusters and sectors at other regional levels. means a concept such as the planning of economic activity by groups of ect. It should also be noted the clear differences in the concepts of "cluster" and "industrial park", "technopark", "industrial zone" and some others, which mainly reflect structural features. The concept of "cluster" reflects, in addition to structural features, primarily functional features - the existing system of relationships. These relations include: cooperative relations, agreements, competitive relations, information exchange, etc. An industrial park or technopark can be the "core" of a cluster, while clusters, proto- and subclusters can emerge in an industrial zone. An industrial area can basically define the boundaries of a large cluster geographically. At the same time, the constructive development of a potential cluster requires the active intervention of the

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authorities interested in increasing the efficiency of the regional economy. In some cases, little effort is required for the effective development of clusters (trigger - effect), while in others, large-scale clusters are required to implement large projects. The economic policy aimed at supporting clusters of companies is significantly different from the policy aimed at supporting enterprises that form a separate structure.

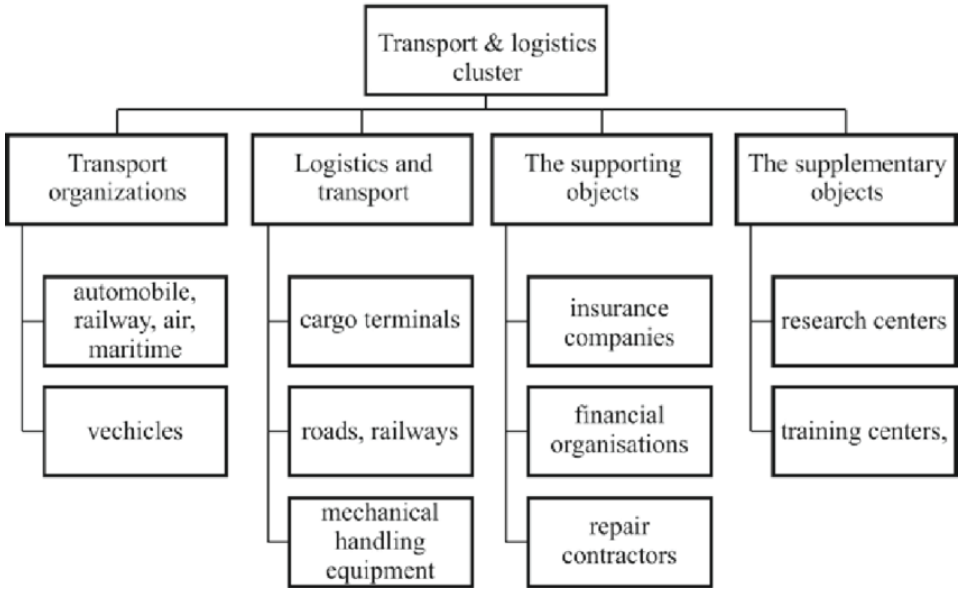

Fig.1. The scenario of transport & logistics cluster model [15]

The selected methods of state support and support pave the way for the overall measures taken to develop the cluster infrastructure. The availability of a dedicated infrastructure for clusters, including a specially trained staff group tailored to the needs of a particular industry-oriented cluster of business collaboration channels, is a key factor in competitiveness. Geographically, clusters can be located in terms of separate production zones (microclusters), regions; in some cases, cross-border clusters are evolving (e.g., Finland's paper and wood processing cluster, and Russia's border logging industry, for example). There are three main reasons why firms are geographically concentrated:

-The first is related to the ability to benefit from cost allocation to conserve and develop resources that are common to several companies.

-The second reason is the geographical proximity, which allows to provide goods and services needed for business at low prices and quickly.

-The third reason is that the concentration of firms in one place, that is, the convergence and centralization, facilitates the faster dissemination of knowledge in the field of management, that is, faster access to knowledge and experience through a centralized system that can not be easily formalized and transferred possible.

Geographical proximity to some extent facilitates the exchange of this abstract knowledge. It is precisely this economic phenomenon that encourages the development and implementation of certain types of crafts or approaches to handicrafts, usually within strictly limited territorial boundaries. Similarly, the possibility of informal communication between representatives of the Company and consumers of products located in its territory is also important. The transport and logistics cluster is an informal association of economic entities in the transport sector, which is characterized by such features as regional proximity and overall strategic direction of activity, complementing each other and enhancing the competitive advantages of individual companies.[9] The purpose of creating a transport cluster is to increase the transport infrastructure and passenger turnover of the region and increase its competitiveness.

The cluster approach is widely used in the economies of developed countries such as Germany, Finland, Japan, China, India, USA and others. More than 80 TLCs are allocated in the EU. This figure is the

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highest level of the EU transport network, which includes 217 thousand km of railways (8.9 thousand km of high-speed communications), 77.4 thousand km of roads, 36 thousand km of pipelines, 325 airports. developed and multi-band. A number of important normative and legal documents were also adopted. In July 2006, the European Union approved and adopted the Manifesto for Clustering in the European Union, and in December 2007, it ratified and submitted the Memorandum on European Clusters for ratification. and at a cluster conference it was finally approved. [5]

The cluster system has demonstrated its effectiveness in several major countries around the world. For example, the cluster system is used in agriculture in France and the Netherlands.

The Slovenian Transport and Logistics Cluster was established in 2003 and includes 13 companies and 3 institutions involved in transport forwarding and delivery, developing training programs and addressing air pollution issues. takes The main goal of the cluster is to create a favorable environment that allows its members to provide comprehensive transport and logistics services to succeed in the European market.

As a cluster form of organization of transport and logistics services in Europe, the border TLC in Padborg, Danboroda, formed on the basis of transport centers at the intersection of state borders and major international transport corridors, can also be cited. Main characteristics: cluster area 5 sq.m. km, the number of transport, logistics and terminal operators is about 150, service companies - about 50, the total number of employees is more than 3,000 people. The proximity and informal local connections of the participants determine the greater flexibility and efficiency of cluster formation. It is important to increase the efficiency of firms and networks included in the cluster, to encourage new enterprises that expand the boundaries of the cluster.

Finland has the Limova transport and logistics cluster, which is a nationwide logistics network. The presence of an advanced system of relevant business (services, consulting, etc.) can significantly reduce the cost of creating new companies within the cluster and increase the competitiveness of existing companies. The cluster was formed around a group of several Finnish companies located within a radius of 80 kilometers from each other. The cluster unites the following logistics enterprises - AlfaRoc, EP-Logistics, LogiSec, Logmaster, Logistikas, Itella; freight forwarding companies - Finavia, Innorail; consulting companies - Fidacom, Varova; industry - Cargotec, Huurre; research and educational organizations; state and administrative institutions. The parent company - TechVilla Technology Center - is located in Hyvinkää. [6]

A distinctive feature of Japanese clusters is the system of subcontracting relations between large, medium and small enterprises. The Japanese cluster consists of one large parent company with leading company status and two or three levels of subcontractors located nearby. At the same time, first-tier subcontractors are bound by long-term contracts with the parent company. Relationships between second- and next-tier suppliers are regulated by first-tier subcontractors.

Cluster policy in the field of transport infrastructure development in Russia is reflected in a number of national and regional strategies, development programs, in particular, the concept of long-term development of the Russian Federation until 2020, Russia's transport strategy until 2030, methodological recommendations for implementation attached. [14] Russian Railways has developed a methodology for organizing the activities of international transport corridors based on a cluster approach using multimodal transport and logistics centers.

The concept of formation of promising national clusters of the Republic of Kazakhstan until 2020 envisages the entry of local clusters into global supply chains, which will significantly increase the level of national technological security, improve the quality of economic growth and ensures international competitiveness.

The need to increase the efficiency of potential use for the development of transport and logistics clusters in our country is one of the priorities in increasing the competitiveness and diversification of the economy. A leading role in this process is played by transport and logistics clusters, which must be created at the intersection of international transport corridors at border railway stations to transfer cargo to alternative modes of transport.

It is necessary to create transport and logistics clusters in the Republic of Uzbekistan aimed at increasing the volume of transit cargo through the transfer of goods from alternative railways to domestic railways using competitive measures and mechanisms.

Currently, cargo transportation from the European Union, Russia, Kazakhstan and other CIS countries, as well as from China to Pakistan and India is carried out by sea. However, there are a number of barriers to the timely delivery of goods. Thus, Iranian ports go to the Persian Gulf. This means that in order to deliver cargo to the Suez Canal, it is necessary to

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bypass the Arabian Peninsula and cross the Arabian Sea to reach the ports of the Indian Ocean.

Thus, the need to address the issue of finding alternative land routes to deliver goods to Europe and Southeast Asia underscores the importance of building new rail lines connecting the countries involved in the transport process.

The main goal of the cluster policy in the field of transport infrastructure is to increase the competitiveness of transport and logistics services in the domestic and global markets by merging various structures specializing in storage, transportation, escort and delivery of goods and passengers, as well as infrastructure and other services.

The transport and logistics cluster as a specific organizational form contributes to the development and growth of logistics capacity of a particular region, solves the problem of improving the efficiency of management of technological chains of freight flows from suppliers of raw materials, production structures to consumers does.

The formation of transport and logistics clusters effectively solves a number of tasks, optimizing trade turnover, including the rational construction of forwarding and terminal warehouse complexes, rationalization of cargo transportation processes associated with several modes of transport, development and efficient use of transit capacity , formation of operational interaction system, planning, coordination and dispatching activities in transport centers, ensuring optimal service of product flows, logistics information that ensures effective exchange of information between cluster members The main tasks of cluster policy in the implementation of the set goal are as follows.

Table-1
The main tasks of cluster policy in the field of transport infrastructure [4]

The main tasks of cluster policy in the field of transport infrastructure				
creation of favorable conditions for the formation and development of transport and logistics clusters in the region, ensuring the growth of competitiveness of their participants	Ensuring efficient regional construction of cluster transport and logistics and terminal and warehouse complexes to service cargo flows	ensuring effective support for investment projects in the field of transport, including public-private partnership projects	Facilitate the integration of small and medium enterprises in the field of transport into the concept of cooperation and general logistics	Development and improvement of interaction mechanisms of educational and scientific institutions with other participants of the transport and logistics cluster in order to create and implement innovations in the field of transport

Transport and logistics clusters are a complex of companies specializing in infrastructure and storage, escort and delivery of goods and passengers, sea, river, land, air transport, logistics complexes, etc., and are developing in areas where transit is important.

The peculiarity of the transport and logistics cluster is that, unlike other clusters, it gives priority to the field of material production. It is a cluster of services, which poses certain difficulties in its formation.

Typically, land clusters are formed and successfully developed on the basis of transport and logistics terminals, whose main task is to reload transcontinental cargo into different modes of transport and redistribute transit cargo flows between rail and road transport modes.

The specificity of the transit of the Central Asian region determines the relevant directions of development of transport corridors and, accordingly, the activities of the transport and logistics cluster, formed and operating in these special geographical and economic conditions:

- formation of the country's transit policy;
- formation of the investment component of transport and technological support in the transit of goods through the territory of the country;
- Ensuring efficient and balanced development of transport and technological infrastructure and related services;

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- increase the competitiveness of sections of international transport corridors passing through the territory of the country;
- state support for the implementation of new projects (organizational, legal and economic);
- Comprehensive development of international transport corridors, taking into account the increase in multimodal transport;
- creation of necessary conditions to reduce dependence on alternative transit transport corridors of neighboring territories;
- creation of organizational, economic, legal and social conditions for the development and effective operation of transport infrastructure;
- implementation of personnel policy in the field (development of requirements for service personnel involved in the organization of international transportation and the involvement of cargo flows in transport corridors, the creation of conditions for training and retraining);
- coordination of construction of new transit facilities and reconstruction of existing ones, taking into account regional and export-import cargo flows;
- strengthening the production and technical base of transport organizations and development of infrastructure facilities on the basis of intensification of investment activities and implementation of effective innovation policy;
- development of forwarding services, including terminal facilities;
- Development of proposals to improve and coordinate the interaction of all modes of transport at the regional level of Central Asian countries.

Creating a transport and logistics cluster requires significant resources to localize and concentrate resources, capital, and attract other participants. Its formation affects the interests of different social groups. Typically, neither business nor the state is able to create all the necessary conditions to create a cluster on its own. A modern transport and logistics cluster can be created only within the framework of a constructive, mutually beneficial and long-term partnership between the state and business circles.

Organizational relations in the transport and logistics cluster should be built in such a way as to ensure the harmony of interests of business entities and government agencies.

As the initiator of cluster policy, priority is given to the interests of the state, thus the main condition for the expediency of creating a transport and logistics cluster:

- First of all, compliance with the development strategy of the republic, including the formation of a competitive environment and investment attractiveness;
- Second, to pursue a policy of modernization, creation of infrastructure, increasing the competitiveness of the transport sector, including addressing the priorities of the state in financial support of public-private partnership projects.

Cluster policy for the development of the transport industry in Uzbekistan is reflected in a number of national strategies, strategies at the regional level in Central Asia, development programs, in particular, the concept of long-term development until 2040, the transport strategy of Uzbekistan until 2035 should be reflected. It is expedient to develop methodological recommendations for the implementation of transit policy, cluster policy of the Republic of Uzbekistan (in terms of development of transit and transport and logistics capacity). Effective development of cluster types is a modern requirement.

A tourist cluster is a set of tourist and recreational special economic zones created and located in one or more regions of the region.

- Improving the efficiency of enterprises and organizations included in the cluster system
- Stimulation of innovation
- Stimulating the development of new directions.

The creation of a tourist (or tourist-recreational) cluster actually determines the location of the area and influences the formation of the image of the region. Initially, the cluster approach was applied to industrial production and its founders A. Marshall and B.S. Yastremsky, but Michael Porter, a professor at Harvard Business School, was one of the scientists who popularized the idea of industrial clusters to increase regional competitiveness. "The objective conditions for the emergence of a cluster have been summarized in the well-known` Competition Rhombus 'developed by M. Porter.

In addition to the traditional factors - the competitive environment, demand conditions and the availability of support networks - specialized factors such as qualified personnel, infrastructure and capital need to be created in a particular area. Creating these specialized factors requires a long and sustained investment. Although this process is difficult, it creates a competitive advantage for clusters. The main features of tourist clusters are:

Agro-industrial cluster is a term used to refer to the voluntary and informal association of different industrial organizations grouped in one region in order to produce, process and sell agricultural products, and

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to protect the environment. Value chain, revitalization of rural areas, not only to ensure the country's food security, is a more beneficial area for investors, their goal is to produce environmentally friendly products to protect the health of the country's population. In this regard, the analysis of factors limiting investment flows in agro-industrial business and obstacles to the creation and development of agro-industrial clusters is an urgent task that determines the mechanisms and tools to increase the investment attractiveness of agro-industrial business. One of the innovative ideas of the head of our state is to achieve good results through the widespread introduction in our country of a cluster system, which can have a significant impact on the well-being of the people, and their application in agriculture. If in the first years of independence we processed only 6-7% of our cotton fiber, today we can process at least 80%. The first cluster in the agro-industrial sector of the Syrdarya region - the Uzbek-British joint venture in the form of a limited liability company "Bek Cluster" was established.

This experience has spread across the country. In short, a new structure in the economy of our country - cotton and textile clusters - has begun to achieve high results.

CONCLUSIONS

A logistics cluster is a stable interaction of independent geographically concentrated market entities that implement logistics functions, whose efforts are aimed at maintaining a full cycle of main and associated flows and end-to-end optimization of resources from initial suppliers to end consumers.

For logistics clusters to work effectively, they need to include the following functions:

- market entities that form, consume, reshape material flows, ie producers, consumers, commercial intermediaries;
- transport companies engaged in surface, water and air transport;
- forwarding-courier, forwarding agency, brokerage, mixed freight operator, forwarding companies;
- warehouse complexes, distribution centers and terminals;
- small industrial zones, technoparks, innovation centers;
- Institutional bodies (Ministry of Transport, Agency for Road and River Transport, Customs Committee, Sanitary-Epidemiological and Veterinary Control Service);
- Assistants, ie insurance companies, research organizations, staff training and retraining institutes, consulting and analytical organizations, marketing organizations;
- Vehicle maintenance companies, road transport companies, service organizations.

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