



OPTIMIZATION OF THE LOGISTICS PROCESS IN CARGO TRANSPORTATION

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Аннотация

В статье рассмотрены вопросы внедрения современных методов транспортной логистики, возможности осуществления автомобильных перевозок по железной дороге, а также эффективность современных логистических процессов в Узбекистане.

Ключевые слова: Индексы LPI автомобильного и железнодорожного транспорта, транспортные коридоры Республики Узбекистан.

Annotation:

The article deals with the introduction of modern methods of transport logistics, the possibility of road transport by rail, as well as the effectiveness of modern logistics processes in Uzbekistan.

Key words: LPI indices of road and rail transport, transport corridors of the Republic of Uzbekistan.

It would not be an exaggeration to say that, during the transitional period following the attainment of independence, the social significance of services, including transportation, increased substantially. Uzbekistan has long been known as a key country on the Great Silk Road, serving as a bridge between East and West. Today, this ancient route has been revitalized and once again connects people across regions.

At present, the modernization and renewal of the country, the formation of a qualitatively new and modern structure of our economy, and the comprehensive development of the regions are inextricably linked to the improvement of transport and communication systems.



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The advancement of the transport and logistics system is also highlighted in the Address of the President of the Republic of Uzbekistan titled “*On the Priority of Integrating Our Economy into the Global Market and Supporting Exports*” [1]. In particular, there are many challenges in exporting our products due to limited access to the sea. In response, Uzbekistan Airways and the national railways are developing modern logistics routes for the export of goods, taking into account the fact that our country does not rank favorably in the World Bank’s Logistics Performance Index. In 2018, Uzbekistan ranked 117th in the World Bank’s Logistics Performance Index (LPI). The LPI reflects the ease of shipping and the state of trade logistics both at the national and international levels. It is based on six key factors: customs efficiency, quality of infrastructure, ease of international shipments, logistics competence, tracking and tracing, and the timeliness of deliveries. The Logistics Performance Index evaluates 168 countries worldwide, with Germany, the Netherlands, Sweden, Belgium, Singapore, the United Kingdom, Japan, Austria, Hong Kong, and the United States among the top-performing nations.

Today, an innovative approach to transportation is essential to achieving high performance in transport logistics. Active efforts are underway to align the legislative and regulatory framework of the Republic of Uzbekistan with internationally recognized standards and practices. For instance, the implementation of Presidential Decree No. PP-4230 dated March 6, 2019, “*On Measures to Further Improve the Efficiency of the Execution of Court Decisions and Acts of Other Authorities,*” is aimed at further enhancing the system of transport services and improving the operations of carriers of all forms of ownership.

The resolution provides for the development of a “Roadmap,” the creation of a competitive environment, and favorable conditions for enhancing the country’s transport and transit potential.

To further improve the freight transportation process, the following innovative solution is proposed. According to statistics, air transport is the most expensive mode of transportation, while maritime transport is the cheapest. Door-to-door delivery by road is more expensive than by rail. Therefore, it is suggested that road freight transportation should be carried out using railway transport instead (Figure 1).



Figure 1. Freight transportation by rail.

Access to the cheapest modes of international transportation—namely maritime transport—is not available to Uzbekistan. However, there are numerous opportunities for the development of railway transport (Figure 2). Railway and road corridors are widespread around the world, and it is essential that we conduct modern marketing research to optimize logistics processes in both international and domestic freight and passenger transportation, as well as to ensure the rational use of our resources.

The entry and exit points of the corridor within the territory of the Republic of Uzbekistan are located in the same region and are crossed by both road and rail transport. Therefore, it is necessary to implement a transportation system (Figure 2) that partially utilizes railways for transporting freight trucks, as well as for cargo transportation along road networks.



Figure 2. (Central Asia Regional Economic Cooperation (CAREC))



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The success that can be achieved through this process includes the following:

- Reduction in fuel-related transportation costs;
- Decrease in road traffic accidents;
- Drivers will have the opportunity to rest;
- Road quality and durability will be maintained for a longer period due to reduced wear from heavy traffic;
- Prevention of traffic congestion;
- Easier control and monitoring of foreign vehicles passing through the country.

Organizing transportation within the same system across all foreign countries is more challenging, as in some countries road transport is preferred, while in others, rail transport is the preferred method. Therefore, it seems reasonable to propose the aforementioned transport services, using a new method for freight trucks from transport companies that wish to cross the territory of Uzbekistan when carrying out these international shipments.

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