

TRANSPORT - FACTORS INFLUENCING THE ADVANCED TECHNOLOGY AND NUMBERING OF FORWARDING AND LOGISTICS SERVICES

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Annotation This article analyses the introduction of digital technologies in the management system of freight forwarding and logistics services, evaluates the effectiveness of services, analyzes prospective technologies and factors influencing the digitization process to determine the criteria and methods based on the results of the study of the transition to logistics allowed the formation of the concept of technical and economic efficiency. The elements of the logistics process management system were identified, and they had to be the first to be transferred from the traditional elements database to the digital system. The theoretical basis of the proposed criteria for assessing the effectiveness of digitization of freight forwarding and logistics services management has been implemented and methods for their evaluation have been described. The results show that the problem of evaluating the effectiveness of the digitization of the management system of logistics and forwarding services has not been solved both theoretically and methodologically.

Keywords logistics system, management digitization, management efficiency, performance indicators, logistics factors, logistics process structure, operational efficiency, international transport freight forwarding services.

ТРАНСПОРТ-ФАКТОРЫ, ВЛИЯЮЩИЕ НА ПЕРЕДОВУЮ ТЕХНОЛОГИЮ И НУМЕРАЦИЮ ЭКСПЕДИТОРСКИХ И ЛОГИСТИЧЕСКИХ УСЛУГ

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Аннотация В данной статье проводится анализ внедрения цифровых технологий в систему управления транспортно-экспедиторскими услугами, проводится оценка эффективности услуг, анализируются перспективные технологии и факторы, влияющие на процесс цифровизации для определения критериев и методов по результатам изучения переход к логистике, позволил сформировать концепцию технико-экономической эффективности. Были определены элементы системы управления логистическими процессами, и их необходимо было в первую очередь перенести из базы данных традиционных элементов в цифровую систему. Реализована теоретическая основа предложенных критериев оценки эффективности цифровизации управления транспортно-экспедиторскими услугами и описаны методы их оценки. Результаты показывают, что проблема оценки эффективности цифровизации системы управления логистическими и экспедиторскими услугами не решена как теоретически, так и методологически.

Ключевые слова логистическая система, цифровизация управления, эффективность управления, показатели эффективности, логистические факторы, структура логистического процесса, операционная эффективность, международные транспортно-экспедиторские услуги.

Introduction. The state of the system of freight forwarding and logistics services to ensure the supply of goods by participants of foreign economic activity of Uzbekistan shows the need to identify specific problems that hinder the generally accepted foreign economic activity and the formation of an international market of freight forwarding and logistics services in Uzbekistan.

According to the results of the study, the structural analysis of freight forwarding and logistics services identified problems in the market. Based on its analysis, it is necessary to propose priorities and measures for the search for market regulators under consideration. This is in the interests not only of foreign economic activity, but also of all economic entities in Uzbekistan.

Uzbekistan has national and international freight forwarders and logistics providers. However, it is impossible to say how many of them there are, in which regions they belong, to whom they belong, with what types of transport and in which countries they work, what services they provide. There are no official statistics, and the executive does not control this business. Analytical reports and reviews of major consulting companies provide only traffic turnover statistics available in mandatory reporting sources, as well as open customs statistics.

Today, the only and unsystematic sources of information on freight forwarding in Uzbekistan are public associations of freight forwarders and logistics. For example, the “International Freight Forwarders Association of Uzbekistan” (UIFA), “Uzbektemiryolekspeditsia”, as well as regional associations of freight forwarders and logistics companies. It is not possible to determine the quantitative composition of members, nor their type and direction of activity from the official data posted on the websites of these trade union public associations. The use of FIATA documents is very low.

At present, in the process of international transportation of goods, the forwarder has become a representative of the owner of the goods (exporter and importer) and the main subject that presents the goods to the carriers.

Analysis of the relevant literature. The problems of effective management of the market of freight forwarding and logistics services have been studied in a number of countries around the world, especially in countries with market relations. In scientific sources of Western countries J. The works of Gelbright, W. Gerami, R. Heinz and other foreign experts have been published. It is also reflected in the work of the CIS countries. These include L.B.Mirotin, V.A. Topalidi, K. M. Sidiknazarov, M.A. It is worth noting the work of Ikramov, DH Khamraev, GA Samatov and others. [6,7,8,10].

However, it is still relevant to study and find solutions to a number of issues in optimizing the performance of road transport in the transportation of goods through effective management of the market of transport logistics services in management decisions. First of all, it is necessary to expand, improve and create a scientific and methodological basis for the evaluation of the transport and logistics system of freight management and optimization of transport activities in domestic and foreign transport, assessment of the transport market, determining the optimal volume of freight in the logistics system. the evaluation of cost-effectiveness and the development of a methodology and methodology for digitization. however, the promising technologies of transport-forwarding and logistics services and the factors influencing the application of digitization have not been fully studied.

Research Methodology. In the context of the 2020 pandemic, the volume of electronic record keeping has increased even more. There are many examples of this. For example, FIATA has now launched a test bed to test its e-FIATA bill of lading (eFBL) tracking solution. The document tracking solution benefits from FIATA’s digital identification and FIATA’s digital documents, the first two projects that are part of its digital strategy, or the excellent performance of TIR EPD technology developed by the International Union of Motor Transport (IRU).

As a research task, we have identified the following groups of factors influencing the application of promising technologies and digitization of transport-forwarding and logistics services:

- current information needs assessment team;

- international transport - group for the introduction of international standards in the field of forwarding and logistics services;
- group for the establishment of companies operating in accordance with international standards, technologies and norms;
- group Direct study and implementation in the country of modern technologies used in practice in developed countries;
- group to create a methodological framework for the transition to digitalization;
- the solution of the above factors and the training of qualified personnel capable of rapid use.

Analysis and results. The state and development of the transport system is very important for the Republic of Uzbekistan, as it, along with other infrastructure sectors, provides the basic conditions for the activities of society, serves as an important element in achieving socio-economic and foreign policy goals.

If we look at the logistics efficiency index of our country, the highest results can be observed in the indicators of infrastructure and timely delivery, but we can see that it is significantly lower than the logistics efficiency of some foreign countries (Table 1).

1-table

Logistics efficiency index of comparable countries

State	LPI rating	Customs	Infrastructure	Tracking&Tracing	Ease of international shipments	Logistics services quality	Timeliness
Germany	1	4.09	4.37	3.86	4.31	4.24	4.39
United States	14	3.78	4.05	3.51	3.87	4.09	4.08
China	26	3.29	3.75	3.54	3.59	3.65	3.84
Turkey	47	2.71	3.21	3.06	3.05	3.23	3.63
Kazakhstan	71	2.66	2.55	2.73	2.58	2.78	3.53
Russia	75	2.42	2.78	2.64	2.75	2.65	3.31
Uzbekistan	99	2.1	2.57	2.42	2.59	2.71	3.09

Source: World Bank data.

At the same time, the level of freight forwarding companies in different countries and the services they provide are not the same, which significantly affects the trade and economic potential of the country as a whole. This is especially evident in the provision of freight forwarding services for foreign trade goods of the Republic of Uzbekistan and other countries of the Central Asian region. The main reason for this is the remoteness of these countries from major seaports and trade and economic centers in space and time in all areas of international trade.

The delivery of international goods from these countries requires the crossing of at least two, often three, state borders, multiple transit, border, customs, sanitary-epidemiological, cargo reloading and other relevant procedures.

Central Asia is one of the fastest growing regions in the world in terms of transport and logistics. In recent years, the region, including Uzbekistan, has been working hard to develop transport infrastructure and establish new international routes. Many projects are underway. This project provides high revenue through traffic flows. As a result, the country's transit potential will become one of the main sources of foreign exchange earnings and can turn Uzbekistan into a transport hub. This will not only accelerate economic growth, but also help strengthen Uzbekistan's geopolitical position on the world stage.

In the framework of the project “One place, one way” initiated by the Chinese government, it is necessary to increase the capacity of our country in the field of transport and communication infrastructure. We need to think seriously about having preferences in transit transportation of major export goods from transit countries, in particular Turkmenistan, Iran, Kazakhstan, Russia, Azerbaijan and Georgia. Therefore, encouraging the efforts of foreign and domestic investors to implement specific projects in the field of logistics is an urgent task for the government.

Today, the formation of a unified state policy in the field of transport and its focus on mutually beneficial relations with neighboring countries in the region will play an important role in reviving Uzbekistan as an important transport hub of Eurasia and the Great Silk Road. In particular, the ongoing mutual agreements on the opening of new logistics centers on the borders of Uzbekistan and China serve as a positive step in this direction. In the near future, due to the rapid development of domestic railways, there will be an opportunity to connect the Uzbek and Chinese railways. Cooperation with the countries of the Caucasus on the use of the Transcaucasian highway and access to the ports of Romania, Bulgaria and Russia will allow Uzbekistan to trade by short routes. The opening of the Turkmenabad-Farob railway and road bridges across the Amu Darya this year will increase the volume of cargo transit through Turkmenistan several times and provide direct access to the Caspian, Black and Mediterranean Seas, Europe, the Caucasus, the Middle East.

Reforms in other sectors of the transport and logistics sector, which are an integral part of the national economy, will contribute to the consistent development of all modes of transport and increase the country's prestige in the international market of transport and logistics services. The fact that Uzbekistan is geographically located at the connecting centre of the Great Silk Road is a strategically important aspect and incentive for the development of its trade infrastructure and network of logistics centers. International cooperation of Uzbekistan in the development of transport networks and communications is developing. The legal framework for the development of such mutually beneficial cooperation is being created. In particular, our country has signed more than 100 international agreements and declarations on transport and transit, including about 30 conventions. In addition, Uzbekistan is a member of the International Union of Railways, the Organization of Railway Cooperation, the Federation of International Freight Forwarders, ESCAP, TRACECA and many other international organizations.

At present, the republic has identified 44 routes with a total length of 37,000 kilometres for foreign carriers carrying goods by road from the territory of the country.

The launch of the Angren-Pop electrified railway line through the Kamchik Pass has been a great achievement in the field of transport and logistics services and passenger transportation. This marked the establishment of the most important link of the new China-Central Asia-Europe international transit railway corridor. At the same time, the formation of a network of multimodal transport and logistics centers will expand the opportunities for the development of transport and logistics centers for storage, processing and sale of export-oriented products, as well as the transit infrastructure of the country. In order to ensure the export of domestic products, the volume and range of which is growing in the Republic of Uzbekistan, there is a need to introduce new mechanisms and forms of modern market relations between manufacturers, shippers, transport, freight forwarding, logistics and other services. In addition, it is necessary to pay more attention to the training of qualified personnel in the field of logistics services in Uzbekistan, and it should be noted that the demand for specialists in this field is high not only in industry but in almost all sectors of the economy. Uzbekistan's steadily developing economy, favorable geographical location, modern transport communications, thorough and reliable strategy for attracting investment increase the interest of many state businessmen in cooperation.

The main purpose:

1. Trends in the formation and assessment of the existing potential of the market of national freight forwarding enterprises and their services, the level of participation of national and foreign freight forwarders in foreign trade and freight forwarding services.

2.Evaluation of working methods, standards and technologies used by national and foreign freight forwarders.

3.Assessment of the needs of the national market in the provision of a complex of transport and forwarding services in modern conditions.

4.Development of urgent measures to improve the situation in the market of forwarding services.

The Republic of Uzbekistan has actively participated in the implementation of many regional projects in the interests of sustainable growth of the national economy, as a result of which it has become a promising regional centre of international importance.

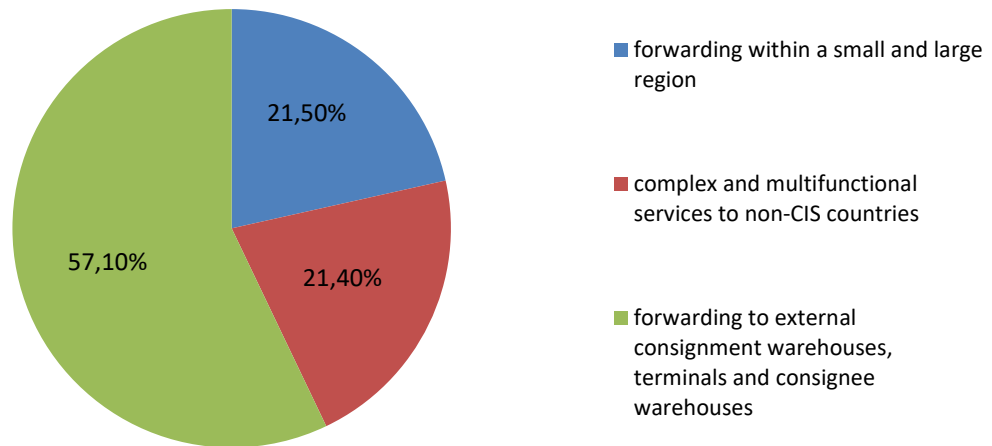


Figure 1. The share and structure of services of foreign forwarders in the market of forwarding services

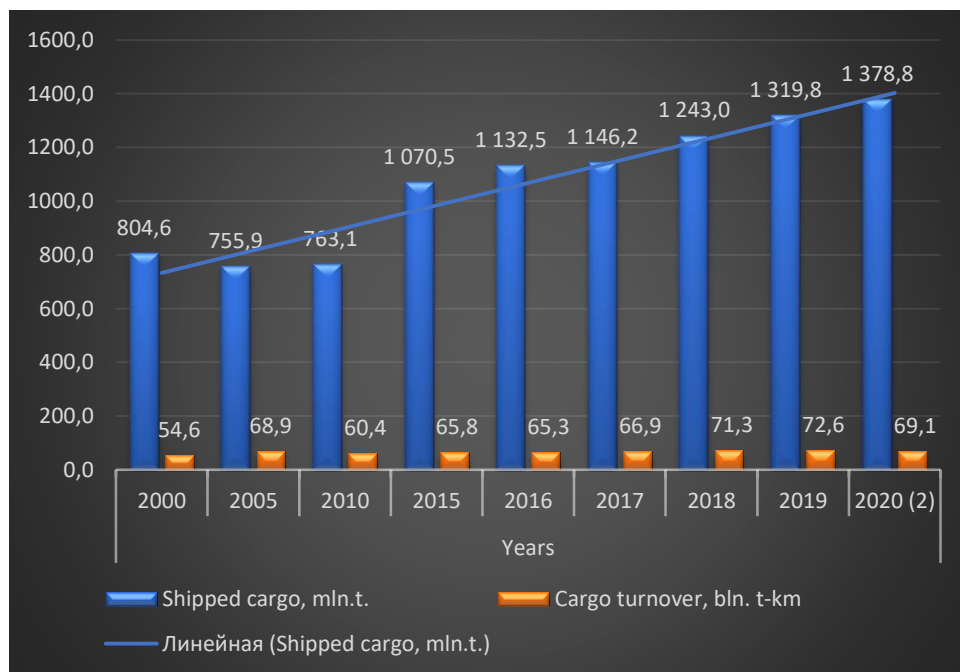


Figure 2. Freight traffic and freight turnover by types of transport in Uzbekistan

Conclusion/ Recommendations. Thus, in order to avoid the above problems, it would be expedient to identify the following main conceptual directions:

1. assess current information needs;

2. introduction of international standards in the field of international transport - forwarding and logistics services;
3. establish companies that operate in accordance with international standards, technologies and norms;
4. direct study and introduction in the country of modern technologies used in practice in advanced countries;
5. creating a methodological framework for the transition to digitalization;
6. solve the above-mentioned factors and train qualified personnel capable of rapid use;
7. ensuring constant communication and exchange of views between freight forwarders and logisticians in international countries will lead to further development of the logistics industry;
8. in Uzbekistan, we have launched www.uzcargo.uz to ensure reliable communication between the carrier and the customer.

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