

Ways to Ensure Sustainable Economic Growth Based on the Development of Logistics in the Economy of Surkhandarya Region and Factors Affecting It

Saydalimov Abdukarim Karamatovich

Researcher

Saydaliev Utkir Shodievich

Associate professor, Termiz institute of agrotechnologies and innovative development

Article Information

Received: May 13, 2023

Accepted: June 14, 2023

Published: July 15, 2023

Keywords: *sustainable economic growth, agriculture, logistics, foreign experience, evaluation index.*

ABSTRACT

in this article, the information on ways to ensure sustainable economic growth and the factors affecting it based on the development of logistics in the economy of Surkhandarya region is presented in an in-depth analysis and processed.

Today, free economic zones are being established in industrializing countries to implement or expand export-oriented production. These economic reforms are mentioned in the third item "Priority directions of economic development and liberalization" of the "Strategy of actions on the five priority directions of the development of the Republic of Uzbekistan in 2017-2021" as deepening structural changes, increasing its competitiveness due to the modernization and diversification of the leading sectors of the national economy.

To date, on the initiative of the head of state, in many regions of the country, in order to develop agriculture, increase the variety of products, especially to speed up the export of fruits and vegetables, many intensive gardens and clusters specialized in fruit and vegetable growing have been established, and the products grown by these enterprises are sold, directly - logistics centers, warehouses and information consulting centers are being opened in order to direct export.

In recent years, more than 2 thousand hectares of intensive gardens, more than 20 cluster farms, warehouses specializing in the storage of agricultural products have been established in Surkhandarya region. In addition, in 2017, in order to create favorable conditions for farmers and cluster farms in the export of cultivated products, the "CARGO CENTRE" logistics center was

launched in Termiz district of Surkhondarya region.

At present, a number of activities are being carried out in the field of agricultural innovation, in this direction, an active investment policy aimed at the modernization of production, technical and technological updating, implementation of projects in production, transport, communication and social infrastructure, free economic zones, the issues of establishing technoparks and small industrial zones, increasing the efficiency of existing zones, further developing road transport infrastructure, and introducing information and communication technologies into the economy, social sphere and management system are set as priorities.

A number of scientists who studied the development of logistics infrastructure, its content and impact on other areas of the economy expressed different opinions about the essence of logistics infrastructure. Including;

1. According to D. Bauersox, logistics infrastructure refers to production facilities, media, transportation companies and their capabilities, warehouses, freight forwarding, packaging, inventory management, 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.
2. 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. At the same time, 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.
3. A.L. Nosov, in turn, emphasizes that logistics infrastructure is a material and technical system designed to ensure the production and social life of people, and its development is one of the main conditions for the effectiveness of production-oriented investments. The author includes railways and highways, communication, various types of transport, warehousing and various facilities in the logistics infrastructure.

Taking into account the above points, logistics infrastructure can be defined as a complex of buildings, transport systems, production facilities, cargo transportation, and warehouses necessary for the implementation of logistics activities, which increase the competitiveness of the economy.

In order to achieve sustainable economic growth based on logistics in the economy of Surkhondarya region, to apply the scientific recommendations of the above scientists in real production and to develop the activities of logistics centers, to solve the problems in this process, to study, compare, analyze the experience of logistics indicators index of developed countries, support activities of logistics centers, synthesis methods should be used wisely.

According to the researches of experts of the Center for Economic Research, 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 drivers' wages, which is considered the most effective means of motivation, is less than 3 times.

According to the information in the table below, the main items of transportation costs are accounted for by vehicle maintenance and fuel lubricants. The level of wear and tear of the vehicles used in the regional road transport associations of the republic remains one of the main

reasons why they cannot withstand the competition in the market of road transport services.

Table 1. Structural structure of freight costs in automobile transport

Name of expenses	Uzbekistan	European Union
Fuel	37-40	16-20
Lubricants	2-2,2	3
Driver's salary	15-16	52-55
Tire costs	2-2,5	1-1,1
Depreciation expenses	10-12	5-6
Taxes and Fees	6-7	2
Other expenses	20-21	16

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.

Construction of transport corridors will be carried out from them;

- ✓ Tashkent - Ashgabad - Turkmanbashi port - Baku port;
- ✓ Almaty - Tashkent - Istanbul highway;
- ✓ Central Asian countries - up to one of the ports of Eastern China;
- ✓ Central Asian countries-Tedjen-Serakhs-Mashhad-Bandar Abbas port (Iran);
- ✓ 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 ports of the Baltic states (with transit through Kazakhstan and Russia) – Klaipėda (Lithuania), Riga, Liepaja, Vilnius (Latvia), Tallinn (Estonia);

Corridor 2 – through Belarus and Ukraine (with transit to Kazakhstan and through Russia) – Chop (Ukraine) and Brest (Belarus) border crossings, 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 ports of Poti and Batumi in Georgia (with transit through Turkmenistan and Azerbaijan), with access to the Black Sea, named TRASEKA Corridor;

Corridor 5 – to the Iranian port of Bandar-Abbas (through Turkmenistan in transit) with 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 directions are being developed:

- Europe and Southeast Asia (through 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.

According to the estimates of international experts, the carrying capacity of the project-implemented corridor, excluding domestic transportation, is 12-14 million. tons of cargo, and there will be a possibility of a continuous surface connection from Shanghai to Lisbon.

The parties signed an agreement on the reconstruction and development of the international highway between Andijan, Osh and Kashgar.

In connection with the settlement of the Afghan problem, new prospects are opening for the development of the southern alternative transport corridors with transit through Afghanistan to the ports of Bandar-Abbas and Chakhbahar in Iran.

Above we can see that most of the access roads to the World Market border Surkhandarya region.

Using the pleasant tropical climate, fertile land and geographical location of Surkhandarya region, it is possible to establish the export of fruits and vegetables, milk and meat products, as well as various agricultural products through the above transit routes, and ensure the stable growth of the economy of the region and the republic. Of course, for this, it is necessary to introduce a high-quality agro-logistics system in the region.

In addition, it is important to increase the number of logistics centers in the region, in particular, the number of private logistics centers, the number of logistics organizations in terms of quantity and quality, and to provide them with qualified specialists in logistics.

The set of results in the use of logistics center activities usually increases from the sum of the results of the indicated indicators.

This means that the ability to ensure the delivery of the necessary cargo for the emerging market in logistically organized systems creates the possibility of delivery of the required quality, in the required quantity, on time, to the required place, with the least amount of costs. Currently, many foreign and local investments are being attracted in the Surkhandarya region for the purpose of equipping agriculture with new techniques and technologies and optimizing agricultural infrastructure.

Table 2. Types of main funds of fixed capital investments

Basic funds	2019 year	2020 year	2021 year
Non-residential buildings	33408,1	38172,7	50894,5
Other structures	23148,7	27039,0	30290,6
Land improvement	127,3	285,9	277,1
Machinery and equipment, total	107305,8	110493,8	113863,9
Transport equipment	16588,2	12415,2	14574,5
Information, computer and telecommunication (ICT) equipment	3194,8	7347,0	5325,6
Other machinery and equipment	87522,7	90731,6	93963,8
Multiple yielder, animal resources	2418,9	2843,0	3656,8
Multiple yielding trees, agricultural crops and seedlings resources	372,0	880,7	838,6
Computer software and databases	28,7	25,2	98,6
Scientific research and development	5,9	86,5	30,8
Total	274121,2	290320,5	313815,1

Including; We can see the amount of investments allocated in billion soums for the directions indicated in table 2, according to the structure of investments in the main capital by types of main funds.

From the above table, we can see that most of the investments allocated to fixed capital are allocated to non-residential buildings, other facilities and machinery and equipment, and the amount of allocated funds is increasing year by year.

In table 3 below, we can observe the composition of capital investments by sources of financing in percentages by regions.

Table 3. Composition of capital investments by sources of financing

Territories	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Republic of Uzbekistan	56,0	57,9	57,6	56,2	54,4	47,3	42,0	29,3	40,8	38,0
Republic of Karakalpakstan	48,5	55,3	37,6	27,8	35,2	62,8	37,9	34,3	39,1	39,9
Andijan	71,9	71,3	68,2	66,8	67,6	65,6	47,8	38,2	47,6	37,4
Bukhara	35,3	37,5	41,1	51,8	39,5	20,6	35,5	28,9	38,3	31,0
Jizzakh	66,8	54,3	58,8	58,4	62,9	55,4	44,3	22,5	20,9	32,2
Kashkadarya	57,9	57,2	63,2	61,0	53,5	39,1	33,6	22,2	21,6	32,7
Navoi	53,6	64,2	72,9	60,8	50,0	46,5	37,1	15,7	25,8	28,6
Namangan	69,9	63,3	57,7	55,5	50,9	49,9	29,7	29,4	41,9	36,7
Samarkand	73,0	72,7	70,5	73,1	76,3	68,4	57,5	38,5	53,0	41,0
Surkhandarya	63,4	57,6	62,1	61,2	58,7	50,0	34,9	15,7	23,7	29,4
Syr Darya	48,0	42,3	44,3	41,2	41,2	38,7	34,9	20,4	29,9	19,6
Tashkent	62,2	57,5	51,2	53,6	58,6	51,4	51,0	38,6	51,6	45,4
Ferghana	49,3	55,3	62,9	63,8	61,8	67,9	46,1	34,7	43,3	41,7
Khorezm	63,3	58,4	63,1	67,5	70,5	64,5	49,1	32,8	41,2	45,8
Tashkent city	51,6	62,9	65,4	64,4	56,1	52,8	49,7	36,6	54,0	44,7

In the above table, we will be able to see how much percentage of the funds allocated to the fixed capital is allocated by region. We can see that the funds allocated to the main capital for Surkhandarya region are decreasing by 2-3 times.

I believe that the main reason for this is the decrease in projects that can guarantee the steady growth of the economy in the region.

However, it is known that the Surkhandarya region borders 3 foreign countries and the production potential of these bordering countries is much lower than the production potential of our country.

From this point of view, the scale of production of goods and services in the Surkhandarya region is based not only on the demands and needs of the residents of the region, but also on the needs of the residents of neighboring foreign countries. establishment of state, state partnership and private logistics centers. At the same time, establishing a perfect logistics chain, which has not been formed at the level of demand in the region, attracting effective logistics projects is one of the most urgent issues today.

In Table 4 below, we can observe the percentage growth of the production of consumer goods in the regions.

Table 4. The rate of growth of consumer goods production in the cross-section of regions

Territories	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
TOTAL:	107,9	109,4	109,4	109,7	106,0	106,7	114,7	110,3	105,7	113,9
Republic of Karakalpakstan	109,6	105,5	112,0	118,8	104,3	106,4	122,2	102,2	113,6	105,3
Andijan	109,2	119,0	101,2	92,4	70,1	134,9	165,2	119,9	99,9	92,3

Bukhara	104,6	100,5	110,9	113,4	105,1	104,2	102,6	105,9	108,9	114,9
Jizzakh	109,6	108,3	113,3	113,9	120,5	109,5	106,7	101,3	116,7	136,6
Kashkadarya	108,1	102,7	105,8	110,1	112,7	91,2	100,7	110,2	110,9	95,7
Navoi	107,8	103,5	105,1	113,7	111,5	92,9	100,1	101,1	102,3	107,0
Namangan	111,4	106,4	113,7	119,4	122,2	113,2	111,6	111,7	96,4	120,1
Samarkand	104,4	110,7	116,0	108,2	108,9	102,1	111,6	101,6	119,9	112,9
Surkhandarya	105,8	104,1	114,0	116,0	119,4	97,0	101,5	108,9	121,2	112,5
Syr Darya	107,1	105,1	110,8	108,7	111,8	96,6	104,4	101,8	86,3	118,3
Tashkent	112,3	111,6	109,5	122,6	114,5	94,6	111,7	100,0	115,0	127,0
Ferghana	103,2	103,0	107,0	113,1	112,5	106,5	101,3	102,4	111,4	111,2
Khorezm	111,6	107,3	186,7	124,8	93,8	110,8	130,4	124,1	100,1	117,7
Tashkent city	107,4	107,5	114,9	114,6	119,4	107,4	101,7	106,2	107,0	129,2

From this table, we can see that in recent years, the production of consumer goods has grown significantly in Jizzakh, Namangan, Tashkent regions and Tashkent city compared to last year.

We can say that the establishment of free economic zones in the Jizzakh and Tashkent regions, as a result of the effective use of logistics projects, contributed to the increase in the production potential and quantity.

As a result of the implementation of the above works, not only the production potential of the region, but also the opportunity to create thousands of additional jobs for the unemployed population will appear. It is known that the level of job creation is one of the main criteria when assessing the economic potential of a country or region.

In this context, in order to ensure stable economic growth in the region, it will be necessary to increase the volume of production, the volume of exports, create additional jobs, effectively use logistics projects, and apply them to the economy.

References

1. Pulina P., Timpanaro G. Ethics, sustainability and logistics in agricultural and agri-food economics research //Italian Journal of Agronomy. – 2012. – T. 7. – №. 3. – С. e33-e33.
2. Tairova M. M., Boltayev S. S. Role of logistics in agriculture complex of the country //Современное экологическое состояние природной среды и научно-практические аспекты рационального природопользования. – 2016. – С. 3873-3875.
3. Kramar U., Topolšek D., Lipičnik M. How to define logistics in agriculture //Modern Problems of Agriculture Science Conference. Obtenido de <http://www.kgau.ru/new/all/konferenc/konferenc/2013/e8.pdf>. – 2015.
4. Tang M., Wang Z. Fuzzy multicriteria decision-making analysis of agricultural product logistics in agricultural economic management //Mathematical Problems in Engineering. – 2021. – T. 2021. – С. 1-10.
5. Bosona T., Gebresenbet G. Food traceability as an integral part of logistics management in food and agricultural supply chain //Food control. – 2013. – T. 33. – №. 1. – С. 32-48.