

PRINCIPLES OF ORGANIZATION OF TRANSPORT AND LOGISTIC CLUSTERS

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In recent years, the country has taken a wide range of measures aimed at developing the transport and communications sector, ensuring a high level of traffic safety, improving the management system in the field of transport, training qualified specialists for the industry.

In order to radically improve the system of public administration in the field of transport, increase the investment attractiveness and export potential of the country, strategic development and sustainable operation of transport communications, further development of economic ties, continuous increase in transit traffic, high quality logistics services clusters or transport and logistics clusters to change the role of the country in the economy [1].

The term "**cluster**" is a French word meaning "claw", "head", "tie". In particular, the term "cluster" means a set of several interconnected independent elements and has its own characteristics.

Clustering is a group of firms concentrated in a single geographic area and focused on a specific task, a process that brings together the workforce to strengthen interconnected, collective competition.

A transport and logistics cluster (TLC) is a group of companies that specialize in the storage, transportation and tracking of goods and passengers, as well as geographically interconnected and complementary infrastructure services.

In world practice, there are 2 different approaches to the organization of transport and logistics clusters:

1. TLK is organized as an infrastructural element of a particular industrial production (industrial area, corporation, cartel, block), TLK is conditionally formed as an element of an industrial cluster.

2. TLK clusters are formed as a separate independent system quality, the purpose of which is the effective management of supply chains between suppliers of raw materials, production structures and consumers of finished products. In this case, TLK serves the formation and development of transport and logistics elements (cargo terminals, terminal-warehouse and freight forwarding complexes), the involvement of logistics companies in the overall logistics system.

In the era of globalization, regional transport factors such as transport communications and physical components of transport affect the synthesis of the logistics cluster. They are:

- transport operating enterprises;
- terminals;
- stations;
- ports, transport centers, etc. [2].

Often, the logistics cluster manifests itself as a transport-logistics cluster, the main purpose of which is to develop infrastructure and vehicles, as well as to improve transport services.

The purpose of forming a logistics cluster is to share common resources through interconnected activities, simplify the use of innovative technologies, and use the competitive advantages of a particular region through the mobilization of material resources [3].

Transport and logistics clusters are created on the basis of the following principles:

- formation of a single transport space;
- Improving logistics processes on the basis of new technologies and innovations;
- optimization of business partnership methods and tools to coordinate the interests of cluster members, who are a major part of the cluster;
- formation of a general strategy for the development of transport and logistics clusters at the regional, national and international levels;
- liaising with various universities and research institutes to achieve additional freight and passenger traffic;
- Improving transport and logistics processes on the basis of new technologies and innovations;
- optimization of business partnership methods and tools to coordinate the interests of cluster members, who are a major part of the cluster;
- formation of a general strategy for the development of TLC at the regional, national and international levels;
- Interaction with various universities and research institutes to achieve additional freight and passenger traffic;
- Attracting private investment [2].

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 the financial support of public-private partnership projects [4].

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

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 advisable to develop guidelines 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 one of the modern requirements.

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