



**ТОШКЕНТ ДАВЛАТ
ИҚТИСОДИЁТ
УНИВЕРСИТЕТИ**



**ЎЗБЕКИСТОН
РЕСПУБЛИКАСИ
ФАНЛАР
АКАДЕМИЯСИ**



**ЎЗБЕКИСТОН
РЕСПУБЛИКАСИ
ДАВЛАТ БОЖХОНА
ҚЎМИТАСИ
БОЖХОНА
ИНСТИТУТИ**

**“ЎЗБЕКИСТОН ИҚТИСОДИЁТИНИНГ
ИННОВАЦИОН РИВОЖЛАНИШИ ДОИРАСИДА
ТАШҚИ ИҚТИСОДИЙ ФАОЛИЯТНИ ДАВЛАТ
ТОМОНИДАН ТАРТИБГА СОЛИШНИНГ
ДОЛЗАРБ МУАММОЛАРИ”**

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**“АКТУАЛЬНЫЕ ПРОБЛЕМЫ
ГОСУДАРСТВЕННОГО РЕГУЛИРОВАНИЯ
ВНЕШНЕЭКОНОМИЧЕСКОЙ ДЕЯТЕЛЬНОСТИ
В КОНТЕКСТЕ ИННОВАЦИОННОГО РАЗВИТИЯ
ЭКОНОМИКИ УЗБЕКИСТАНА”**

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получению каждого статуса, так и привилегиями по применяемым мерам таможенного контроля. Именно по этому пути развивается в настоящее время совершенствование института УЭО в ЕАЭС.

8.Повышение квалификации сотрудников государственных органов, задействованных в таможенном администрировании. Необходимо коренным образом улучшить взаимодействие государственных органов по оказанию услуг в рамках «Единого окна».

Программа оператора должна отвечать всем международным стандартам и отражать последние достижения в данной области. В условиях интегрированности экономик стран в мировую экономику использование передовых стандартов и практик в этой области является объективной необходимостью, позволяющей извлекать максимальную выгоду от участия в международном разделении труда.

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THE INTERNATIONAL LOGISTICAL CENTERS AS THE INNOVATIVE CENTERS OF UZBEKISTAN

In the Republic of Uzbekistan, constructed during the Soviet period railway and highways cities of Tashkent connecting capital and Fergana valley, passed through territory of the next Republic of Tajikistan. Now, because of heavy taxes for transit transportations railway and automobile transportations on this route were reduced, therefore the great value is given to a highway passing through high-mountainous pass Kamchi and connecting Tashkent with Fergana valley.

Automobile transportations all over the world are considered as highly profitable business, they make considerable impact on national economy development. Being one of dynamically developing spheres of economic activities and business to development of automobile transportations in the Republic of Uzbekistan pay much attention. As it is known, the part of road A-373 “Tashkent-Osh” of great importance for international transportation passes through pass Kamchi which has been put in operation in 1959, under III-IV-categories. According to the Decision of the Office of the Minister to Republic of Uzbekistan from

September, 12th, 1996, to the State concern (nowadays the companies) “Uzavtoul” have been charged to develop geometrical parameters of road and to result this road to an I-category, and also, to prepare projects on building of tunnels of “Kamchi” and “Cutting torch”.

The project has been finished after the coordination when due hereunder from traffic police of the Ministry of Internal Affairs to Republic of Uzbekistan and for today on this route the international cargoes are taken only. After the full termination of works on reconstruction of this road and their conformity to the international specifications and standards, “Tashkent-Fergana valley” can be organized passenger bus transportations on a route. As have shown researches, movement on mountain conditions wears out technic-operational indicators of a rolling stock that leads to increased requirements to transportation process as movement on the mountain descents having the big extent, strongly overloads brake mechanisms of the car faster.

The motor transport, in structure of a transport complex of the country has a priority and conclusive advantages: transportation from a door to a door, mobility, flexibility, reliability, promptness, safety and safety of delivery of cargoes. But there are the serious problems constraining development of the international automobile transportations on a line Tashkent – Fergana valley – China that is connected with operation of this line.

And, as it is known, most the shortest and a way to the Chinese ports road is A385. From the economic point of view it is considered to be that automobile transportations are most favorable on distance to 2000 km. But, in a reality it is necessary to transport repeatedly various parties of cargoes, to carry out urgent transportations, and also soon spoiling products on the big distances: Republic of Uzbekistan exports to regions of Russia and Kazakhstan lorry convoys more than 250 thousand tons of vegetables and fruit a year, since February till December. By in total motor transport in the Republic of Uzbekistan export and inward cargoes it is annually transported more than 900 thousand tons. Researches of various routes show that transportations of cargoes from Europe to Asia or back on a high-speed highway through territory of Republic of Uzbekistan are carried out by transit almost in 2 times faster and more economically. Input of this high-speed highway will allow to enter PY into system of the Eurasian transport corridor and to become the active participant of the international transport market. In the Republic of Uzbekistan operate while 36 routes of transit for foreign vehicles, including to Kirghizia, further to

China.

On the Asian continent, in Republic of Uzbekistan, in particular, their connection with world transport networks, efficiency of the international automobile transportations, and also competitiveness of the country in the market of transport services will allow to raise building of modern international roads considerably. «Urta Osie the Trance» is the largest transport company in the Republic of Uzbekistan, represents holding into which enter a number of the affiliated and small joint transport agencies specializing on transportations of cargoes in certain directions: Europe, Turkey, Iran, the CIS, Afghanistan. In the Republic of Uzbekistan are available about 2 thousand the vehicles having possibility to carry out the international automobile transportations.

The managing subjects working in the conditions of competitive struggle, are separated from the state, 90-95 % of freight traffic are carried out by transport companies негосударственного. In the long term bus movement on a route line «Tashkent - Kokand» is planned and definition of volumes of passenger traffic directly on stopping points is necessary, expediently to know laws of change of volumes of passenger traffic at influence of the nearest occupied areas, zones of gravitation to routes, the traffic safety organization in mountain district, a choice of rational type of a rolling stock for carrying out of the process connected with technico-operational indicators of existing types and marks of rolling stocks, and to make recommendations, definition of necessary quantity of a rolling stock for transportation of passengers, to calculate economic efficiency of use of high-capacity buses by transportation passengers in buses of the long-distance message, on the routes passing through pass.

The multimodal logistical center located in the Tashkent area, in territory on which works hi-tech manufacture with the high added cost. We analyzed the forecast of goods traffics, the size multimodal logistical center; this goods traffic necessary for processing is estimated. An important element of our estimation is delimitation of appeal multimodal logistical center for potential investors of a private sector, and “comprehensible to banks”. The expected tendency of increase контейнеризации, as well as percentage parity within the general predicted goods traffic through multimodal logistical center will sharply increase. The essential volume of this manufacture is processed in warehouses multimodal logistical center redistributed on corresponding types of transport. Creation of transport distributive point is the

considerable contribution to essential development of Republic of Uzbekistan and is central - the Asian region as a whole. We analyzed the forecast of goods traffics, the size multimodal logistical center; this goods traffic necessary for processing is estimated. An important element of our estimation is delimitation of appeal multimodal logistical center for potential investors of a private sector, and “comprehensible to banks”. The expected tendency of increase of containerization of goods, as well as percentage parity within the general predicted goods traffic through multimodal logistical center will sharply increase.

To be key strategic and economic problem multimodal logistical center assistance to international trade and movements of the goods on corridor TRACEKA by means of perfection of local logistical possibilities, interaction of networks and multimodal transport. In multimodal logistical center all kinds of activity concerning transport, logistics and distribution of the goods, both for local, and for the international transit are spent. Multimodal logistical center also it is equipped by municipal constructions for carrying out of the above-stated works. For assistance to the mixed transportations for the reference with cargoes, multimodal logistical center it is served the majority of methods of transportation as, approaching and realizable at local level.

Multimodal logistical center copes as the unique legal body at maintenance of joint activity and commercial cooperation and if it corresponds to necessary standards and an indicator of quality for maintenance of the necessary basis for commercial and steady decisions of transportation.

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ИННОВАЦИОННЫЕ ОСНОВЫ ГОСУДАРСТВЕННОГО УПРАВЛЕНИЯ

В современной теории государственного управления существует множество концепций и подходов к анализу системы управления, основанных на ситуационных, процессных, мультипликационных, системных и других методах. Новейшие тенденции в развитии методологии государственного управления связаны с административными реформами 80-90-х гг. XX века и новыми концепциями: государственного менеджмента, институциональной