

FUNCTIONING OF CORPORATE LOGISTICS SYSTEMS IN UZBEKISTAN ON THE EMPIRICAL BASES

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Annotation:

The article reflects the modern trends in the development of intercontinental economic relations. The global integral processes are reflected in national and regional policies, leading to the formation of corporate logistics systems in the directions of movement of transnational cargo flows, and the systemic interrelation of factors that determine the prerequisites for the formation of logistics systems is described.

Keywords: Macrologistics system, corporate logistics systems, empirical research, globalization, world integral processes

The geographical location of the territory of Uzbekistan, and the diversity of natural resource, economic, production conditions, as well as the traditional economic and geopolitical territorial division, necessitate the synthesis of these logistics systems to solve the problems of the movement of transnational goods.

The globalization has become a real, complexly evolving factor in world history, which, being open and multidimensional in its intellectualization, includes processes of self-organization of the world community associated with the needs of the effective functioning of national economies.

There are trends in the world community towards the development of intercontinental economic ties. Global integral processes are reflected in national and regional policies, leading to the formation of corporate logistics systems in the directions of movement of transnational cargo flows.

The effective functioning of the national economy in these conditions depends on a solid production and financial base for the formation of domestic corporate logistics systems, the purpose of which is to obtain high and sustainable profits through a more rational use of existing resources, the development and release of new types of products and services, which ultimately, ensures the acceleration of socio-economic development of individual territories of the region and their regions.

The author calls corporate logistics systems (CLS) sustainable macro-logistics systems formed by transnational companies (TNC) or financial and industrial groups (FIGs). Such a logistics system may include industrial enterprises, scientific organizations, banks, insurance and investment companies, funds and other financial and credit institutions.

There are several approaches to studying the formation of logistics systems: cybernetic and systemic.

From the point of view of the cybernetic approach, the logistics system is considered as a set of processes of exchange, processing and transformation of information. The cybernetic approach represents the JIC as a controlled system that includes three subsystems: a control system, a control object, and a communication system. The application of a cybernetic approach to logistics requires a description of the basic properties of JIC using mathematical models. This allows you to develop and automate optimization algorithms for a cybernetic control system [4].

The systems approach is a methodological direction in science, the main task of which is to develop methods for research and design of complex objects - systems of different types and classes. There can be the twofold understanding of the systems approach:

- on the one hand, this is the consideration and analysis of existing systems;
- on the other hand, creation, design, synthesis of systems to achieve goals.

In relation to logistics, a systems approach is understood as a comprehensive study of the system as a whole.

Taking into account the above, it should be noted that the high resource and energy independence of the national economy, powerful scientific and technical potential, and the presence of geopolitical advantages in the system of international economic relations should be rationally used in the process of forming corporate logistics systems. Generalization of materials from theoretical and empirical research by domestic and foreign specialists made it possible to identify some objective prerequisites for the need to form corporate logistics systems in the national economy of Uzbekistan.

These objective prerequisites can be grouped into several groups of factors, which include:

- macroeconomic;
- institutional and organizational;
- technological;
- informational.

Figure 1 presents all groups of factors that determine the prerequisites for the formation of corporate logistics systems in Uzbekistan.

The distribution of these factors into groups is to a certain extent conditionally, since these factors are in a dialectical unity and systemic relationship. However, such a decomposition allows identify priorities, rank the goals and objectives of the formation of corporate logistics systems, their functions.

The organizational and institutional factors, which mainly consist in the need for state regulation of these processes, have a significant impact on the features of the development of logistics and the construction of corporate logistics systems in the national economy.

The importance of this factor for the formation and effective functioning of regional CLS is determined by the program objectives of the socio-economic development of

administrative-territorial objects, political, environmental, military, national, social and other goals.

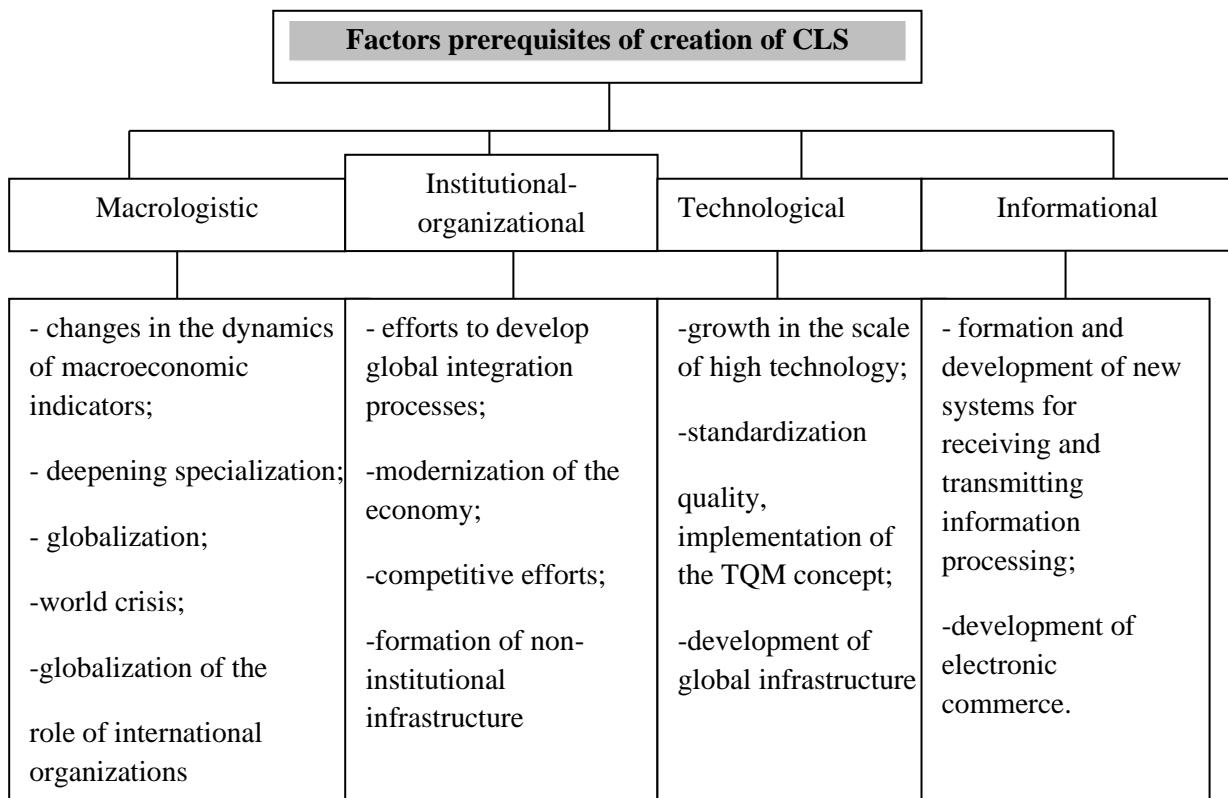


Figure. 1 Scheme of the systemic relationship of factors that determine the prerequisites for the formation of the CLS

The formation of such systems is associated with certain methodological principles and methodological approaches formed in the process of formation and development of logistics systems and already tested in the process of logistics evolution.

Analysis and synthesis of a large number of foreign and domestic literary sources, information on Internet sites, as well as practical logistics management and marketing allow us to formulate the following basic methodological principles of macrologistics systems [5]:

- the principle of a systems approach, which is manifested in the consideration of all independent elements of the logistics system as interconnected and interacting with each other to achieve a single management goal. A distinctive feature of the systems approach is optimization of the functioning not of individual elements, but of the entire complex of the logistics system as a whole;
- the principle of global optimization, logistics coordination and integration. When optimizing the structure or control in synthesized drugs, it is necessary to coordinate the local goals of the functioning of the elements (links) of the system to achieve a global optimum. In the process of logistics management, it is necessary to achieve coordinated, integral participation of all links of the drug chain (chain) from its beginning to end in

the management of material (information and financial) flows in the implementation of the target function;

– the principle of total costs, which provides for taking into account the entire set of costs of managing material and related information, financial, personnel, and legal flows in the logistics network. As a rule, the criterion of minimum total logistics costs is one of the main ones when optimizing drugs;

– principle of modeling and information and computer support. When analyzing, synthesizing and optimizing processes and objects in drugs, various models are widely used: mathematical, algorithmic, economic-mathematical, graphical, physical, simulation, business games (using digital technologies), expert assessments and others. The implementation of logistics management is currently practically impossible without modern digital information technologies and corresponding digital information and computer system support;

– the principle of developing the necessary set of subsystems that support the process of logistics management: technical, technological, economic, marketing, advertising, organizational, legal, social, political, environmental, etc.

- the principle of TQM (Total Quality Management) - total quality management - ensuring the reliability of operation and high quality of work of each structural element of the drug to ensure the overall quality of goods and services supplied to end consumers;

– the principle of humanization of all functions and technological solutions in logistics systems, which means compliance with resource-saving technologies, environmental requirements for environmental protection, ergonomic, social, national, ethical, aesthetic requirements for personnel work, etc.;

– principle of sustainability and adaptability. The logistic structure must operate stably at available levels of deviation of parameters and environmental factors (for example, with fluctuations in a certain range of market demand for final commercial products, changes in the terms of supply or purchase of material resources, variations in transport routes and tariffs, surges in inflation and deflation, etc.). With significant fluctuations in stochastic environmental factors, the logistics system must adapt to new conditions by changing the operating program, parameters and optimization criteria.

Turning to solving the problems of synthesizing logistics systems into corporate structures, according to the author, regional digital specific features of simple and expanded reproduction, a unique combination of geographical, political, and socio-economic and natural-climatic factors in each individual region should be taken into account, which will further determine the special relationship between supply and demand for commercial products, pricing and tax policies, the specifics of the activities of logistics intermediaries and other regional features.

Methodology for the formation of macrologistics systems before suggests a transition from system analysis to a list of specific tasks for synthesizing the organizational structure of macrologistics systems.

The basic concept of building the organizational structure of a marker logistics system is based on the principle of clear interaction and consistency of functional elements, which include:

- objects of production and consumption of products;
- volumes of product supplies (in transit, through logistics centers and warehouse complexes);
- availability and need for warehouse capacity for its storage and transformation;
- availability and need for transport infrastructure.

With this approach, within the framework of such a logistics system, the functions of production, supply, distribution are integrated, i.e. The system, which is macrological in its construction principle, solves a list of issues on a global scale:

- production of products;
- selection of rational material flows;
- development of an effective concept of product distribution;
- determination of the volume of required reserves;
- determination of the volume of required warehouse storage capacity;
- justification of the need to expand warehouse capacity or new construction;
- determination of the required volume of capital investments to increase production.

Optimization of the organizational structure of the macrologistics system consists in determining the qualitative and quantitative characteristics of the subject and object of logistics management based on the criteria and methods set by a set of goals and objectives, taking into account resources, environmental factors, needs for macrologistics services and transport and logistics services, program activities [6].

At the present stage, the influence of CLS on the economic and social development of the national economy in general and the regional economy in particular is extremely great. This is a priori expressed in increasing the reliability of the financial condition of enterprises included in this system, providing access to financial markets, increasing investment opportunities and R&D opportunities, increasing production volumes and labor productivity, increasing the production of new and high-quality products.

When including regional enterprises in the corporate logistics system, the following must be taken into account:

- socially significant or city-forming enterprises, the modernization of which can lead to a decrease in the living standards of the population;
- readiness of financial and credit organizations of a corporate structure to invest in a given territory;
- the degree of influence of the latter on the amount of tax benefits (which can be very significant).

Under certain conditions, the inclusion of regionally significant economic objects in corporate structures is a fairly effective way to solve the socio-economic problems of the region. Therefore, from the position of regional authorities, the inclusion of enterprises in the CLS is advisable if this process ensures:

- formation of a policy for socio-economic development of the region;

- will increase the revenues of regional and regional budgets;
- will ensure the influx of additional financial resources into the region, including foreign investment;
- will increase the production of socially significant products necessary to solve the problems of the population and develop the regional economy.

Each region is characterized by a special set of factors that explain the specifics of the economic system functioning in it, differences in the relationships of institutions, economic entities, and differences in flows. Therefore, the corporate logistics system operating in the region is also unique.

The Republic of Uzbekistan is a state with a steadily developing economy. The Republic has an extensive transport system, which mainly ensures internal and external transportation of goods and passengers, and its economic relations with countries near and far abroad. The transport complex of the republic is represented by railway, river, air, road, and pipeline modes of transport.

Today, all conditions are being created in the Republic of Uzbekistan for further development and increase in transit potential. Completely new railways and highways are being built within the country, the main transit railway lines and roads of international importance are being reconstructed and electrified, international airports are being reconstructed, specialized international transport terminals are being created, and an appropriate regulatory framework is being developed. The Republic has already acceded to the main transport conventions and international treaties, and this work continues.

Logistic analysis of the formation of economic relations of corporate systems of export-oriented products in Uzbekistan is the most adequate tool for assessing the effectiveness of their functioning. Corporate entities in the export-oriented sphere of Uzbekistan sell resources through the following channels:

- products produced by enterprises that are part of the corporate structure are supplied to the domestic market, as well as to the external one, through a foreign branch network;
- through an extensive network of company representative offices, they purchase raw materials from commodity producers, small and large traders, supplying resources from various regions of Uzbekistan and then sell products, both domestically and externally, through a foreign branch network.

In such logistics systems, which represent a structure of interconnected units interacting on a contractual basis, the issues of transfer pricing (the system of intracorporate prices at which products and services are sold within the structure) are relevant. It is customary to distinguish several functions of the transfer price.

Firstly, such a price is an indicator of internal trading of the corporate system. Otherwise, the contractual relationships of the corporate business elements will be terminated and the system will cease to operate.

Secondly, the transfer price determines the volume and frequency of supply of resources (provision of services) between business elements of the corporate logistics system.

Thirdly, the transfer price has a significant impact on the income and expenses of the business elements of the corporate logistics system, since it represents the income of the selling unit and the expense of the buyer.

Fourthly, the transfer price allows, when implementing appropriate models, to calculate the income and expenses of each business element included in the structure of the corporate logistics system.

Fifthly, the transfer price is the basis for determining (using certain methods, both accounting and mathematical) the efficiency of business elements.

The author defines the following as the main goals of transfer pricing in corporate structures of export-oriented products in the region:

- optimal allocation of resources;
- distribution of the sphere of influence between the parent and subsidiary business elements of the corporate structure;
- separate accounting of business elements and assessment of their contribution to the overall profit of the corporate structure;
- increase in the total profit of the structure;
- minimizing the tax “burden” and customs duties.

The presented analysis of the empirical foundations of the formation and functioning of corporate logistics systems proves the need for a systematic scientific approach to the study of ongoing processes, as well as the creation of a methodology for management and government regulation of the activities of corporate logistics systems formed in the region, in order to increase the economic potential of export-oriented products and further development of the economy of Uzbekistan. The need to develop scientifically based approaches to state regulation of the activities of pharmaceutical manufacturers of export-oriented products in the region is caused by a number of reasons:

- intensifying processes of redistribution of property and establishment of control over significant economic entities;
- inadequacy of a number of administrative reform measures to the tasks of developing market relations in the industrial sectors of the economy, etc.

The integration of the transport and logistics system of Uzbekistan into the global one is an important part of the large-scale economic reforms being carried out in our country, and will contribute to the further rise of the economy of Uzbekistan, the growth of its efficiency and the strengthening of its position in the world market.

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