



## MECHANISMS OF STATE INCENTIVES FOR LOGISTICS CENTERS TO ENSURE THE COMPETITIVENESS OF THE ECONOMY

<sup>1</sup>Mullabayev Baxtiyarjon Bulturbayevich, <sup>2</sup>Saydullaeva Saodat, <sup>3</sup>Juraeva Umida, <sup>4</sup>Nurullaeva Shakhnoza, <sup>5</sup>Shamsieva Feruza

Namangan Engineering Construction Institute Doctor of Philosophy in Economics (Phd) Namangan, Republic of Uzbekistan<sup>1</sup>, Tashkent State University of Economics Tashkent, Republic of Uzbekistan<sup>2</sup>, Tashkent State University of Economics Tashkent, Republic of Uzbekistan<sup>3</sup>, Tashkent State University of Economics Tashkent, Republic of Uzbekistan<sup>4</sup>, Tashkent State University of Economics Tashkent, Republic of Uzbekistan<sup>5</sup> mullaboev\_b@mail.ru<sup>1</sup>

### ABSTRACT

The article discusses the mechanisms of state incentives for logistics centers to ensure the competitiveness of the economy, as well as the center of activity in the context of modernization of the economy, the focal point of which is to increase the competitiveness of the economy.

*Key words: logistics centers, competitiveness of the economy, raw material resources, commodity markets.*

### INTRODUCTION

The process of profound changes in our country, the gradual reform and liberalization of all aspects of political and socio-economic life, the democratic renewal and modernization of our society are developing rapidly from year to year. In the current context of modernization of the economy, the focus is on increasing the competitiveness of the economy. Various tools, mechanisms, efforts and factors are used for this. One of these important tools is logistics centers. Because today the experience of many developed and leading countries in the world economy shows that to achieve competitiveness and access to world markets, first of all, to gradually reform the economy, deepen structural change and diversification, accelerate the development of new high-tech enterprises and industries. development, modernization of existing facilities and acceleration of the process of technical renewal, the formation of various infrastructures.

In our country today, changes in the methods of effective use of the road transport system, the development of multimodal and intermodal transport require the construction of new infrastructure facilities, ie the formation of freight terminals. Internationally, these multimodal transport terminals will become logistics centers, covering all the functions of international transportation and logistics. Currently, there are four logistics centers in the country - in Navoi, Angren, Pop and Tashkent. Their volumes of cargo and goods are growing. Logistics centers play an important role in the effective organization of transport infrastructure and increase their importance in the economy.

Thus, the study of the factors and problems of development of logistics centers is one of the main tasks of public policy today. This further enhances the importance of organizing and developing the activities of logistics centers in enhancing the competitiveness of the national economy and determines the relevance of the research topic.

## LITERATURE REVIEW

Abroad, scientists such as AM Gadzhinsky, PP Goncharov, LB Mirotii, VI Sergeev, Yu.M. Nerush conducted research on the theoretical and methodological aspects of logistics. Approaches to solving the problems of various logistics systems in the country and the development of competition NR Asadullina, N.Kh. Burieva, B. Begalov, Q.A. Dadaboev, G.A. Samatov, H.Ch. Buriev, Ya.K. Karrieva, B.N.Navro'zzoda, B.S.Ulashov, I.B.Rustamova, M.M.Toirova, G. It is based on the scientific work of scientists such as Kholjigitov. However, the activities of logistics centers have not been studied as a separate research subject.

## ANALYSIS AND RESULTS

The main problem in the modern economic practice of the country is the choice of effective ways to manage the market complex, which includes micro and macro structures, social, foreign economic and customs, market infrastructure and institutional system, which allows to ensure the competitiveness of producers.

Today, competitiveness in commodity markets is a national (state) security issue. The methods used in the fight against competition are constantly being improved using the latest advances in advertising, reflex management and logistics. If in the past the essence of the main method of competitive pressure was descriptive competition (in particular, the dissemination of ideas about its low level of competitiveness), today it is governed by reflex, counter-reflex, counter-reflex and conflict-play approaches in business organization. high-tech methods of competition are a priority.

In the economy, as in war, strict measures related to the restriction of competitors within the framework of barriers to entry into foreign and domestic markets are widely used in accordance with the concept of "leadership or destruction". To justify such actions, a certain method of geoeconomics is used - the declaration of economic interests far beyond national borders. With the help of institutional structures, various benefits for its producers and barriers for foreign partners are created, its diversification is encouraged and the expansion of partners is condemned.

Given the leading role of technologies that ensure the competitiveness of products, some countries create favorable conditions for increasing the commercial efficiency of their firms. For example, in the recommendations of the American Committee on International Technical Initiatives, the technical and economic viability of a country largely depends on the technical capacity of companies operating in the region to use the resources of the planet.

In particular, the modern U.S. concept of overcoming competitive pressure suggests that the rapidly growing technical potential of the American competitive environment is the only reason for the difficulty of maintaining its superiority due to advances in science, technology and socio-psychological research. In order to thrive in such conditions, it is necessary to create the necessary social, financial and advertising infrastructure that differs in importance from similar configurations in other countries to attract the technical, managerial and financial resources of private corporations or individuals.

One of the main ways to achieve success is to manage the technological structures of the individual, researcher, specialist or the whole production on the basis of quantitative-psychological logistic analysis of the dynamics of fear, uncertainty and uncertainty. The complex expert-analytical, theoretical-game methodology of fear management, created on the basis of in-depth philosophical analysis, to some extent responds to the social order of the individual and business. What is required of the national economy to manage the situation in the

world and national markets is to organize the market infrastructure, macroeconomics and production, which will allow to restructure trading structures in the interests of social orientation of the economy and the export of national products, services and raw materials. the economic mechanism is important (fundamental) in understanding why it is interconnected in the process of structural shifts.

In short, the problem of developing a state strategy in the markets must be identified and properly addressed. It is important to define the role of market infrastructure in the implementation of such a strategy.

Competitiveness is a geoeconomic breadth that reflects the state and dynamics of the country or producers in foreign and domestic markets by economic, social and political factors, reflecting the situation and dynamics through appropriate market indicators and (or) indices. There are different approaches to determining the level of competitiveness and managing its dynamics:

- factor - in this case, depending on the level of development of the national economy, there is a particular factor, group or composition of factors in the markets and the quantitative change;
- rating - it reflects the sum of the coordinates of the economy in the geoeconomic latitude.

It is in these approaches that the logical-heuristic start from a logistical point of view must be carried out in such a way that its end product is the logistics means. It should be noted that logistics analysis or solution procedures, which are multi-step processes, are understood as tools.

More generally, a one-step process is a logistics tool.

The factorial approach provides recommendations for the development of a strategy in the markets of goods, services and products of intellectual activity, which is carried out through a system of regulators with a targeted impact on the interests of producers or consumers.

The development of an effective strategy, training and use of energy resources, raw materials, qualified scientific, production and management personnel is impossible without effective institutional management.

Production costs, which form the basis of the price-forming factor, and its resource basis should be considered using logistical expert-analytical tools. This market economy requires the unconditional connection of the elements of the logistics chain - "current costs - the availability of reserves - the availability of demand - the level of wholesale prices."

The strategy of financial-production groups should also be coordinated by institutional structures. The lack of a logistics model of network management and the willingness of institutional structures to move the crisis situation from one plane to another without qualitatively changing it. The solution to this problem is to implement the idea of economic regulation of the economic sector based on mixed ownership. It can be done on the basis of matrix technology.

The matrix principle allows to identify commodity markets, to express an idea of the institutional system, to compare the infrastructure of the markets of different countries and to identify promising areas for their development. There is a matrix model of market infrastructure, which reflects all markets and market institutions, their functions, the structure of the institutional system and its legal coordination. The size of each market is determined by the cross-sectoral balance scheme. In this case, the sectors of each market can be separated.

Especially in these technologies, great importance is attached to competitiveness indicators. The analysis of the country's competitiveness in certain commodity markets implies the need to study on the basis of

integrated indicators that classify competitiveness in all foreign markets. According to these indicators, market signals are observed, which are the object of attention of the regulatory authorities of the economy.

The use of the following integral indicators of competitiveness is accepted:

- gross domestic product (GDP), which characterizes the market size and competitive potential;
- The share of gross savings in final consumption and final consumption expenditures in GDP, which allows to assess the state policy to increase competitiveness;
- income (losses) from export-import operations related to the export-import turnover and characterizing the export-import profitability (an indicator that is an indicator of not only competitiveness but also a policy of strengthening its position in foreign markets);
- the ratio of price indices for exports and imports, which allows us to draw conclusions about the struggle with those who pursue foreign expansionist policies;
- the ratio of public external debt to GDP, which characterizes the level of timidity (reluctance) of the country in the implementation of active competition;
- the difference between the country's debt and the country's debt, which reflects the time factor in the competition (the payment of debts without an active policy of restructuring reflects the denial of the time factor in foreign economic strategy);
- the cumulative value of export-import of invested capital, which is the basis for assessing the reinvestment potential in order to strengthen the position of foreign investors in the country or abroad;
- taking into account the interest rate and share of direct and indirect taxes in GDP, which characterizes the conditions for the outflow or attraction of capital in business.

Not all indicators are used in the development of logistics tools. The composition of GDP and the share of gross savings or personal consumption in it allows us to draw conclusions about the "attraction" factors of increasing competitiveness on the basis of national wealth consumption and innovation.

The analysis of the country's rating covers a wide range of areas, from the level of investment attractiveness to geoeconomic position and political stability. The struggle against capital outflows in the world consists mainly of anti-crisis measures and strengthening political stability, protection of the national currency and control over the movement of funds on capital items. The work of the International Monetary Fund (IMF) on this issue shows that: first, in order to be effective, restrictions must cover a sufficiently wide range of operations, be strictly controlled and monitored on the basis of necessary reforms and changes in economic policy; secondly, restrictions do not provide protection, especially in order to circumvent the legislation "to ensure an attractive level of profitability in the offshore market and a strong position of market participants in the exchange rate devaluation, i.e. the availability of incentives.

## CONCLUSION/RECOMMENDATIONS

Addressing the following issues is important in preventing capital outflows:

- achieving political stability;
- pursuing monetary, credit and tax policies aimed at the sustainable reduction of inflation and inflationary pressures;
- Improving the legal framework aimed at creating international standard conditions for investors.

The outflow of accumulated import capital is carried out through the mechanisms of the foreign exchange market. Therefore, the creation of an effective system of currency coordination and currency control is a key issuer of government activities aimed at preventing the outflow of capital from the country. The task of logistics tools is to create a transparent mechanism of speculative agreements, because the basis of any healthy economy is efficient resource-saving production.

In the context of globalization of the economy, effective logistics coordination (regulation) is important, which allows to form a modern economic structure in accordance with the existing conditions of product competitiveness, comparative level of production costs and profitability and international distribution of labor, financial and material resources.

Based on the analysis of the enterprise, the structure of the terminal and the business plan were developed. Terminal work is based on the directions of loading and unloading of cargo and containers, storage of cargo and containers.

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