

**LEGAL REGULATION OF LOGISTICS IN UZBEKISTAN****Zilolakhon A. Sunnatillaeva**

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**ABSTRACT**

We are living in the world of a competition which is raising day by day. The transportation comprises of key area where trucking logistics companies can truly differentiate themselves and prove with, reduce costs and build competitive advantages.

From time to time, people started moving from rural to urban areas and no longer did people live near manufacture centers. The term of starting business near to the raw material availability location was replaced because of the comfort of shifting the required material from one place to another with the help of research done on the logistics interrelated problems. Hence, geographical distance between the point of manufacturing and the point of consumption increased, this is how logistics expanded its importance.

The main objective of the article is to demonstrate the importance of trucking logistics sectors and implementation of trucking logistics. To meet current and future demands, the research schema in national and international legislation for trucking logistics, especially, on high tariffs, need to be wider than now. Moreover, some recommendation and suggestion will be provided.

**Keywords:** *Logistics; export; diversification; convention; company; infrastructure; freight forwarding; transit*

One of the essential conditions of the government's economic policy is the consistent entry of goods and services into the world market. The road transportation and logistics system are one of the key factors in the implementation of the process. Today, the demand and supply of the transport logistics in the territory of the Republic of Uzbekistan is rapidly growing. Accordingly, it is necessary to further develop and improve the logistics infrastructure, which has become one of the types of businesses. The creation of a favorable business environment for the development of small business and private entrepreneurship, which is an important sector of the national economy, has a special place in the development of our economy. Nowadays, it is difficult to ensure the future of our economy without developing this sector.

The ongoing coronavirus COVID-2019 pandemic is currently transporting around the world and causing great damage to the logistics sector, which is putting more and more drivers without a job. This is world community transport and requires change in the field of logistics by adopting 'new regulations' of security and conveniences<sup>1</sup>. In our country Uzbekistan, too these areas need to be updated and improved in line with international requirements.

In particular, until today, 6 laws and 7 decrees of the President of the Republic of Uzbekistan regulating the transport and logistics sector in our country and resolutions, 13 Cabinet decisions and more than 9 international conventions are created in order to improve road transportation<sup>2</sup>.

<sup>1</sup> Qoriyeva Y.K. Globallashuv jarayonida xalqaro transport-logistik tizimi faoliyatining samaradorligi. Monografiya. - T.:2004

<sup>2</sup> Qulmuhamedov J.R., Aripjanov M.M., Nazarov K.M., Mirzaev F.R., Mirgiyazev X.A. Logistika asoslari O'quv qo'llanm. – T.: TTYMI, 2015.

However, the results of analysis in the field of show that base of normative and legal documents that adequately cover the activities of transport and logistics centers as well as fully cover the activities of the sector have not been formed. As a result, the country lags behind developed countries in terms of logistics efficiency and ranks 99<sup>th</sup> place in LPI (Logistics Performance Index)<sup>3</sup>.

It was strongly criticized that the logistics center used less than 20% of its 100,000 – ton capacity per year, and that 300,000 tons of cargo had been transported through the airport over the past eight years<sup>4</sup>, 2017 under the chairmanship of the President of the Republic of Uzbekistan Shavkat Mirziyayev at a meeting on improving the Navoi International Intermodal Logistics Center on 6 December.

One of the obstacles to the development of the logistics sector in the Republic of Uzbekistan is the high tariffs.

In particular, in accordance with the Regulation approved by the Cabinet of Ministers on January 11, 1995, for the passage of heavy and bulky vehicles on public roads of the Republic of Uzbekistan, depending on the weight of the vehicle, 0.04 USD per km. It is scheduled to pay up to USD<sup>5</sup>.

In many foreign countries (USA, Italy, Germany, France, Turkey) it is established that this figure is absolutely free for up to three days, for instance, no payment is levied for the passage of goods through customs within three days<sup>6</sup>.

In addition to the above, we can cite the following as shortcomings in the field of logistics in the Republic of Uzbekistan:

- A clear legal mechanism for the establishment of transport and logistics centers with the ability to provide a full range of services in the field of customs, carrier, broker, freight forwarding, warehousing and information logistics in the field of transport and logistics; formation of a single base;
- Reduction of tariffs in the field of transport and logistics inside the country;
- Creation of favorable conditions for the development of the private sector in the establishment of international transport and logistics centers in the country;
- Creation and establishment of a state organization that coordinates the activities of logistics centers
- Involvement of the private sector (outsourcing) of foreign countries and companies for the development of transport and logistics (centers) in our country.

In conclusion, the activities in the field of logistics are multifaceted. It covers the organization of transportation, warehousing, inventory, personnel management, information systems, commercial activities and much more. Accordingly, the logistics sector will achieve the orderly organization of the management of the above areas of activity, and thus create high-quality and efficient systems for the transfer of goods and products.

<sup>3</sup> O'zbekiston Respublikasining 2035-yilgacha rivojlanish Strategiyasi konsepsiyasi

<sup>4</sup> <https://prezident.uz/uz/lists/view/1323>

<sup>5</sup> O'zbekiston Respublikasi Vazirlar Mahkamasining 1995-yil 11-yanvardagi "Xorijiy davlatlar o'g'ir yukli va katta hajmli transport vositalarining O'zbekiston Respublikasi hududi bo'ylab yurishi uchun to'lovlar to'g'risida"gi 11-sonli qarori

<sup>6</sup> <https://uzbektourism.uz/cyrl/newnews/view?id=1422>

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