

GREEN LOGISTICS BASED ON BUSINESS INCUBATOR SERVICE AND ITS DEVELOPMENT PROSPECTS

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Abstract: This article presents the economic approaches to solving logistics issues in the Republic of Uzbekistan, developing and developing green logistics criteria to reduce the impact of harmful factors on the environment. In particular, the ways of effective use of opportunities of business incubators by entrepreneurs and manufacturers, creation of new transport corridors, economic advantages of organizing multimodal transport of goods are highlighted.

Key words: *cargo, transportation, logistics, international, purchase, order, transportation, state, delivery, export, import, product, ecology, damage minimization.*

BIZNES-INKUBATOR XIZMATI VA UNING RIVOJLANISH ISTIQBOLLARIGA ASOSLANGAN YASHIL LOGISTIKA

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Annotatsiya: Ushbu maqolada O‘zbekiston Respublikasida logistika masalalarini hal qilishning iqtisodiy yondashuvlari, atrof-muhitga zararli omillar ta‘sirini kamaytirish uchun yashil logistika mezonlarini ishlab chiqish yoritilgan. Xususan, tadbirkor ishlab chiqaruvchilar biznes-inkubatorlarning imkoniyatlaridan samarali foydalanish, yangi transport yo‘laklarini yaratish yo‘llari, multimodal yuk tashishni tashkil etishning iqtisodiy afzalliklari yoritilgan.

Kalit so‘zlar. *yuk, transport, logistika, xalqaro, sotib olish, buyurtma, tashish, davlat, yetkazib berish, eksport, import, mahsulot, ekologiya, zararni kamaytirish.*

ЗЕЛЕНАЯ ЛОГИСТИКА НА ОСНОВЕ СЕРВИСА БИЗНЕС-ИНКУБАТОРА И ПЕРСПЕКТИВЫ ЕЕ РАЗВИТИЯ

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Аннотация: В данной статье представлены экономические подходы к решению вопросов логистики в Республике Узбекистан, разработка и развитие критериев зеленой логистики для снижения воздействия вредных факторов на окружающую среду. В частности, освещены пути эффективного использования возможностей бизнес-инкубаторов предпринимателями и производителями, создания новых транспортных коридоров, экономические преимущества организации мультимодальных перевозок грузов.

Ключевые слова: *груз, транспортировка, логистика, международная, закупка, заказ, перевозка, состояние, доставка, экспорт, импорт, товар, экология, минимизация ущерба.*

Introduction

In general, it is difficult to imagine the export development of countries without transport and logistics services. Even at the beginning of our country's regular cooperation with foreign countries, special attention is paid to export, as a result of which Uzbekistan is turning from a country that supplies raw materials into a country that exports finished products in a short period of time.

Solving logistics issues and creating new transport corridors will pave the way for this. In this regard, tasks have also been defined. In particular, the head of our state Sh. In his address to the Oliy Majlis and the people of Uzbekistan on December 20, 2022, Mirziyoyev stated that one of our main goals is to increase the export of finished products to an additional 4 billion dollars in 2023 [1]. In the State program adopted by the decision of the head of our state this year, big goals have been set to increase the export volume of our country to 30 billion dollars by 2026 [2].

For this, it is necessary not only to develop logistics services, but also to adapt them to the needs of the times. That is, as mentioned above, people's need for quick, ecological and cheap products and services is increasing. Logistics issues are no exception. Entrepreneurs and manufacturers are adapting to this demand.

Even with the growing emphasis on "Greenness" in logistics services, this issue is becoming a business obligation.

So, what exactly is "Green" logistics that people are striving for today, and what are the best practices for its application? According to sources, "Green" logistics means sustainable production and distribution of goods, taking into account environmental and social factors of social development. It describes all actions aimed at measuring

and minimizing the impact of logistics activities on the environment[3].

Simply put, "Green" logistics is a criterion for delivering products to consumers at the lowest possible cost, within the agreed time period, and reducing the harmful impact on the environment at this stage through the digitalization of logistics processes. That is, here it is intended to deliver the order both quickly and cheaply, and without harming the environment. It includes a supply chain that deals with waste management, disposal, packaging, recycling, energy reduction, etc. All of these can be achieved through the modernization and digitization of logistics services.

In this case, all logistics operations are easily performed due to digitization. Digitization in itself leads to complete abandonment of paper-based services and, as a result, time and excessive cost savings[4]. As you can see, energy consumption will also decrease, and emissions will be significantly reduced. The right choice of technology and supply chain can reduce the cost of delivery and increase the brand image, as well as being a solution to consumer demands.

There is information that "green" logistics appeared in the mid-1980s. It has emerged in the form of logistics systems and approaches that use advanced technologies and equipment to minimize environmental damage during operations.

Imagine that an entrepreneur is engaged in the cultivation of agricultural products in some region. Customers can be urban markets, supermarkets, agricultural processing plants or overseas. It takes only a few days for the clean product to reach the end customer.

During this time, it is necessary to collect the crop, pack it, load it on a vehicle and deliver it to the buyer. If the product is packed well, the logistics system is not well established or there are no necessary conditions for storage in transport, the buyer will not get the product he expected. The manufacturer also suffers a lot from the quality of the product.

Unusable products turn into waste and harm the environment. All of these are interrelated, and to prevent such situations, it is necessary to develop "Green" logistics.

Now the demand of most countries is the same - development of "Green" logistics. The way of digitalization of the system is also suitable for the development of our national "Green" logistics. In addition, this is a necessary need in the current conditions, where rapid digitization processes are taking place in all areas of our country.

Literature analysis

The works of the following foreign and domestic scientists who contributed to the development of the theoretical, methodological-practical, ecological system in the development of green logistics, which ensure the stability of the socio-economic process and contributed to the development of interregional relations and the

integration of cargo transportation system issues: From foreign scientists, K. Alexandrova, T. Alesinskaya, A. Albekova, B. Anikin, S. Brukina, O. Belova, A. Brom, W. Vershina, M. Gurieva, T. Zakharova, G. Karpova, O. Malikova, A. Salovyanov, M. Zalmanova and local scientists, Q. Dadaboev, F. Khujaev, A. Widely covered in the scientific researches of Kucharov.

Statement of the problem and its solution

It is not for nothing that the logistics system is described as the lifeblood of the country's economy. Therefore, effective logistics, by optimizing the movement of finished products and raw materials in the domestic market, ensures the delivery of goods and services in favorable conditions and at low prices for customers, stimulates competition in the market. In the foreign market, it increases the country's economic competitiveness and accelerates the process of integration into the world economy.

Uzbekistan is one of the countries in the center of Central Asia in terms of geographical location. So, we have a great opportunity to act as a "Hub" for other countries. But geographically, we have limited access to the sea. This creates many difficulties in exporting local products.

In such a situation, we have to make effective use of the available opportunities. Because the number of exporting enterprises is increasing year by year due to the wide opportunities given to entrepreneurs in our country, products under the Uzbek brand are entering new markets and even European countries.

European markets for Uzbekistan have been opened since 2021. It is also a big fact that our country is a member of the GSP+ system. This system has opened the doors for the import of more than 6,000 types of products exported from Uzbekistan to 28 countries of the European Union. This is a huge opportunity and work is being done to adapt to it, analyze the requirements and meet the standards. Air and railways in our country are trying to create additional facilities based on new projects in order to create wider opportunities for local exporters in logistics matters.

The development of logistics is directly related to the growth of trade relations between countries. Geographically and economically, Uzbekistan enables the formation of a new architecture of transport flows in Central Asia.

In recent years, the leader of our country has been actively promoting the initiative to develop the "Green" transport and communication sector in Central Asia. This can also be observed in the chronology of large projects launched in cooperation, performances in the international arena.

The necessity of these roads is that they greatly ease traffic. Only the implementation of the China-Kyrgyzstan-Uzbekistan route will reduce the distance from China to South-Eastern Europe by 900 kilometers, which means 7-8 days. This

road will become an important link of the new transport corridor, through which Uzbekistan will enter China's extremely large trade area.

In addition, within the framework of the "East-West" project, the ports of the Mediterranean Sea will be delivered without difficulties. Reduction of time and costs increases export volume. The products reach the destination within the specified time without losing their quality. It is necessary to create a modern transport infrastructure in order to deliver orders quickly and while maintaining quality.

This includes increasing the competitiveness of transit corridors in our region, introducing the most favorable tariffs for business. Due to this, we can see the growth of cargo and passenger transportation services in our country in recent years. For example, cargo transportation in all types of transport increased by 6.5% and passenger transportation by 2.9% last year. The volume of transit cargo transportation exceeded 10 million tons, and the total volume of international cargo transportation reached 49 million tons. Therefore, it is one of the requirements of entering the world markets to deliver a quality and environmentally friendly product to the consumer at a minimum cost, choosing the optimal options.

In logistics that meets ecological requirements, three main criteria are considered, namely economy, social life and ecological sustainability. This criterion has a necessary value, as long as they do not have a negative impact on the nature in the delivery of products, economic efficiency. Even when packaging products, it is necessary to take into account the saving of space, to pay attention to the possibility of recycling the raw materials used. Quantitative methods for the analysis of green logistics process systems are also being developed and continuously improved.

In general, the whole process is focused on delivering quality, environmentally friendly products. Digital technology and modern devices ensure the quality and speed of these processes.

Calculation results and analysis

The global consumer market is expanding year by year: the supply is higher than the demand. Consumers have the opportunity to choose several dozen types of one product. But there is another side of the issue, humanity has started to seriously care about the cleanliness of the environment, and thus their health in recent years. As a result, the demand for eco-friendly products is increasing in the world market, and people prefer manufacturers, sellers and brands that cause less damage to the environment.

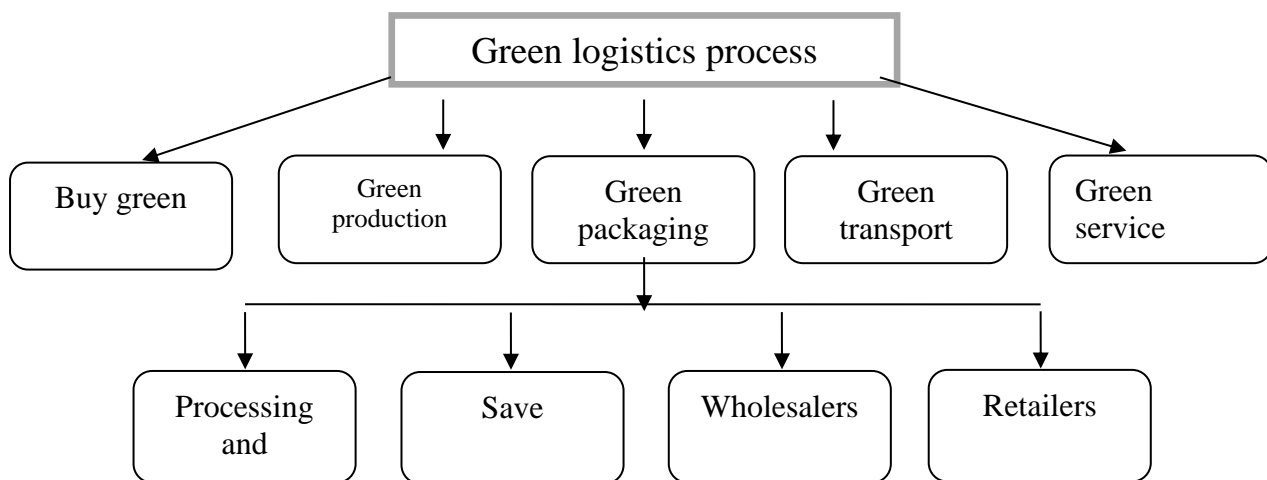
Take, for example, the initiative of joint efforts on the effective use of the Central Asia-Persian Gulf transregional route. Based on the mutual agreement, first, it is envisaged to quickly form the Trans-Afghan corridor leading to South Asia, as well as to accelerate the construction of China-Kyrgyzstan-Uzbekistan road and railway

highways. The second major project is the construction of the Termiz - Mazari Sharif - Kabul - Peshawar railway.

This road connecting our regions is the main element of "Green" logistics. The construction project has already received support and is currently in full swing.

Goods between the manufacturer and the customer are transported from one destination to another by air, rail, sea or road transport. Trade relations between countries have been carried out in this way for centuries.

Picture 1 below shows how interconnected green logistics systems are and often difficult to separate in practice.



Picture 1. Green logistics process*

* *Own work of author*

As can be seen from this picture, after determining the risk values obtained from the green logistics process and comparing them with the maximum permissible values, a risk management strategy is developed, and on this basis, measures are taken to prevent and reduce the risk. The role of quantitative assessment of economic risk increases significantly when there is an opportunity to choose from a set of alternative solutions the optimal solution that provides the greatest probability of the best result with the least cost and loss in accordance with risk minimization, programming tasks.

Quantitative methods can also be used to improve the efficiency of green logistics systems for the following reasons:

- use of the logistics concept by almost all companies engaged in the production or distribution of finished products;
- rapid growth in the field of information technologies, which allows for rapid processing of large amounts of data in the planning and management system of enterprises;
- use of the logistics concept by almost all companies engaged in the production or distribution of finished products;
- rapid growth in the field of information technologies, which allows for rapid

processing of large amounts of data in the planning and management system of enterprises;

- to understand the need to fully use information resources and technologies in the process of developing management decisions in the production and sale of products produced by the enterprise;

- mastering the skills of designing logistics systems in the conditions of the uncertainty of the external environment;

- study methods and models of optimization of logistics functions and operations performed by trade and industrial enterprises;

- to have a comprehensive idea of the theoretical and methodological basis of the quantitative analysis of the effectiveness of financial risk management in logistics;

- planning the strategy of investment development of trade and industrial enterprises, taking into account the attraction of various sources of financing investment projects.

The increase in the scale of production and export also increases the demand for logistics services. If we dwell on the numbers, the number of exporting enterprises in our country has increased from 4,500 to 7,200 in five years. The types of exported products have increased from 1,500 to almost 3,000, and the geography of countries has increased to 164. Experts rate Uzbekistan as one of the main countries in Central Asia for its export potential.

Currently, there are certain shortages in the field of logistics aimed at optimizing decisions in the field of financial and investment resource management. In many cases, this is a problem with a non-unique solution [5,6,7].

Conclusions and suggestions

When it comes to "green" logistics, it would be wrong to imagine it without the transportation of vehicles. Because even online orders are delivered to customers by a specific mode of transport. It's just that customers are more demanding of fast, cost-effective and, of course, quality logistics. Electronic implementation of orders and other processes serves to further increase this quality.

In Uzbekistan, the transport sector makes up 6.4% of the gross domestic product, 7.4% of total investments, and 29.5% of the total services market. Experts estimate that by 2030, the transit potential of our country will increase 4.4 times and reach 6.04 billion tons. At the same time, there are estimates that the share of investments in the transport sector will increase to 46.7 billion dollars in relation to the country's gross domestic product.

According to the report of one of the international organizations, even 57% of consumers choose online shopping in order to contribute to the cleanliness of nature.

Logistics, i.e., delivery services, is one of the main foundations of the economy. Usually, this task is performed by vehicles.

In the Development Strategy of New Uzbekistan for 2022-2026, the tasks of increasing the level of electrification of the railway infrastructure to 60% and the rapid development of the highway network, the expansion of "Green Corridors" and transit opportunities in the transport system for foreign trade are also set.

This will strengthen the role of our country in the world market, increase the number of reliable partners, develop "Green" logistics, and open a wide way to further increase the export volume.

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