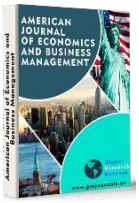

American Journal of Economics and Business Management

Vol. 7 Issue 10 | **pp.** 904-912 | **ISSN:** 2576-5973

Available online @ https://www.globalresearchnetwork.us/index.php/ajebm

Article

Improving the Efficiency of Logistics Activities: Current Situation and Prospects

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Abstract: By looking at recent changes, strategic initiatives, and logistics performance indicators, the study examines Uzbekistan's logistics industry. There is a knowledge vacuum about these measures' efficacy in a worldwide setting. The study employs analytical and functional-structural techniques to pinpoint the main elements influencing Uzbekistan's logistics operations' effectiveness, such as infrastructure development, digitization, and multimodal transport system integration. The results show that digital innovation and infrastructural improvements have enhanced logistics performance and international ranking; yet, there are still issues with maximizing operational effectiveness and service quality. This study offers policymakers guidance for creating effective logistics frameworks by indicating that specific enhancements to Uzbekistan's logistics procedures and international collaborations can promote sustained economic growth in the country.

Keywords: logistics, logistics systems, logistics efficiency index, logistics efficiency, transport logistics

Citation: Gafurovich, J. M. Improving the Efficiency of Logistics Activities: Current Situation and Prospects. American Journal of Economics and Business Management 2024, 7(10), 904-912.

Received: 10th Oct 2024
Revised: 17th Oct 2024
Accepted: 24th Oct 2024
Published: 28th Oct 2024

1. Introduction

It is known that the reforms aimed at guaranteeing the protection of human rights, raising the standard of living of the population, ensuring freedom in economic activity, and improving material and procedural norms in the field of justice and law are the reason for the increase in the indicators of our country in international ratings and indexes. For example, over the past four years, our country has risen 52 places in the "Economic Freedom" index of the Heritage Fund, 19 places in the "Logistics Efficiency" index of the World Bank, and 18 places in the "Doing Business" index[1].

In the 36th goal of the development strategy of new Uzbekistan for 2022-2026, it is written as follows: development of a single transport system, integrally connecting all types of transport, "to create the opportunity to reach and return to the destination on the basis of daily transport between large cities. Also, development of the market and infrastructure of transport and logistics services, bringing the level of electrification of railway infrastructure to 60% and rapid development of the highway network. In the field

[1] Decree of the President of the Republic of Uzbekistan dated June 2, 2020 No. PF-6003 "On improving the position of the Republic of Uzbekistan in international ratings and indexes and introducing a new mechanism of systematic cooperation with them in state bodies and organizations"

of transport, the issues of "green corridors" for foreign trade and expansion of transit opportunities and increase of transit cargo to 15 million tons have been reflected[2].

Within the framework of the initiative to establish a new Uzbekistan, attention to the development of external transit, which is considered an integral component of the country's economic development, led to the promotion of the initiative "One space - one road" in the region. In this matter, it is proof of our opinion that equal partner cooperation is being established with the People's Republic of China. China and Uzbekistan's "One space - one road" initiative serves to solve a number of economic, political, social, if necessary, geopolitical problems in a timely manner[3].

It should also be noted that according to the research of the World Bank, the level of development of logistics in the countries is related to its trade speed, export diversification, ability to attract international investments directly, and if in which country if logistics and transit develop in trade logistics, integrated economic growth will be observed and the country's growth will improve. In particular, Uzbekistan has a greater transport transit potential than the geographical location of central transport among the countries of Central Asia. In this regard, it was also emphasized in mature foreign publications. Therefore, Forbes journalist Melik Kaylan says that Uzbekistan can become a major transport center connecting the east and west, north and south[4].

During the period of socio-economic development in the Republic of Uzbekistan, interest in the digital economy is growing as a result of the ongoing diversification changes. This system is characterized by the rapid development of digital technologies, revolution in the information sector and acceleration of globalization processes of the economy. Modern technologies and platforms have helped businesses and individuals reduce costs by minimizing personal communication with customers, partners, and government organizations, and have also made it possible to communicate more quickly and easily, resulting in a network-based, digital, or electronic economy.

In the development of the digital economy in our country, the adoption of the decree of the President of the Republic of Uzbekistan dated October 5, 2020 No. PF-6079 ""On approval of the digital Uzbekistan - 2030" strategy and measures for its implementation" will start a new stage in the development of the digital economy in our republic it is no exaggeration to say that it will start[5].

Literature Review

The integration of the Republic of Uzbekistan into a single economic system based on market relations, the development of foreign economic activity in our country, the effective use of logistics infrastructures, and the development of logistics strategies in this direction are among the urgent issues. The theoretical foundations of increasing the economic efficiency of the transport-logistics system are reflected in the scientific researches of a number of local and foreign scientists.

[2] Decree of the President of the Republic of Uzbekistan "On the development strategy of New Uzbekistan for 2022-2026" No. PF-60, 28.01.2022.https://lex.uz/docs/5841063

[3] Mirziyoev Sh.M. We will resolutely continue our path of national development and raise it to a new level.-Tashkent, Uzbekistan. 2017, 403 p.

[4] Никольский И. В. География транспорта СССР. - М., Изд-во Моск. унта, 1978. - 286 с.

[5] The President of the Republic of Uzbekistan dated October 5, 2020 No. PF-6079 ""On approval of the digital Uzbekistan - 2030" strategy and measures for its implementation"

Many scientific works have been done on logistics and its activities, books have been written and definitions have been given. According to James S. Johnson, one of the European economists: "Logistics – has given information about the economic efficiency obtained when processing" products and preparing them as finished products[6].

Analyzing this definition, market relations are very complex and it is almost impossible for logistics activities to serve all market relations. For example, not all regions of the state are equally developed, in some regions the participation of logistics activities in mutual trade and other market relations is not well developed. In the field of improving non-traditional methods of financing logistics activities, American economists J. U. Feni and P. D. Jonson explained venture capital as financing of small businesses and logistics enterprises[7].

the word "Logistika" (in Greek "Logistike – means calculation, thinking skills") was used during the Roman Empire when special "logists" or "logistics" employees engaged in the distribution of food products were born[8].

The Law of the Republic of Uzbekistan "On Transport": describes such things as transport logistics and transport-logistics center. Including transport logistics - complex and interrelated resolution of tasks related to the organization of transportation and transportation of passengers, luggage, cargo, mail and courier shipments[9].

According to economist R. Khalturin, logistics infrastructure means planning, implementation and control of technological and effective operations of collecting, storing and transporting raw materials, semi-finished products and necessary information from the place of production to the place of consumption in order to fully satisfy consumer demand[10].

Yu. N. Golskaya's research refers to the transport logistics system as a set of consumers and service providers, as well as users of the management system, vehicles, structures and other properties for them[11].

I. A. Semina and V. A. Kustov distinguish the following tasks of transport infrastructure in regional systems. First, transport – is an indicator of regional characteristics and the main component of the socio-economic quality of the country. Secondly, transport is a distributor and coordinator of communications, as a result of which the operational space is limited, in other words, "has given tasks such as " connecting regions, that is, "forming a transport hub[12].

A. B. Maksimov shows the following main functions of the formation of transport and logistics infrastructure in his scientific works: providing the country's economy with transport routes; meeting the needs of economic entities for transport and logistics facilities; formation of the country's transport network; ensuring mutual cooperation

[6] *Джеймс С. Джонсон, Дональд Ф. Вуд, Дэниел Л.* Вордлоу, Поль Р. Мерфи-мл. Modern logistics (Современная логистика). Учебное пособие. – М.: "Вильямс", 2015.

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[9] Law of the Republic of Uzbekistan "On Transport" No. ORQ-706 of August 9, 2021

[10] Xalturin R. Razvitiye tronsportnoy infrastrukturi: problemi i vozmojnosti. / R.Xalturin. // Vestnik Instituta ekonomiki Rossiyskoy akademii nauk. № 6. 2012. S. 21-26.

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[12] Venables A.J. Evaluating Urbon Transport Improvements: Cost–Benefit Analysis in the Presence of Agglomeration and Income Taxation. Journal of Transport Economics and Policy, 41:173-188 p.

between different types of transport; raising the level of socio-economic development of the country[13].

According to J. Fayzullaev, one of the scientists of our country, increasing the economic efficiency of the transport logistics system is the effective use of functions and means of organization aimed at the rational use of vehicles in the process of providing transport for the income of economic entities[14].

From the membership of the World Trade Organization of the Republic of Uzbekistan, a favorable opportunity will be created for export-oriented raw material industries such as ferrous and non-ferrous metallurgy, chemical industry.

Organization of continuous-distribution processes – material, financial, information and their collective application processes in the conditions of globalization is a unique feature of the modern economy. Gradually increasing their efficiency is carried out on the basis of logistics.

Logistics – is the use of logistics mechanisms and tools aimed at reducing continuous-distribution processes and increasing their efficiency. It should be noted separately that logistics – is an activity aimed at effective management, planning and movement of material, information and financial flows. The analysis of logistic concepts and developments shows that the application of the concepts of sales logistics and integrated logistics provides an opportunity to increase the efficiency of export of goods to foreign markets. Due to the use of logistics mechanisms and tools, it is appropriate to coordinate the volume of export and import of goods in a complex manner.

2. Methodology

In the process of carrying out this research, the author used analytical methods, which allows to consider the situation and problems studied in the scientific article to a certain extent in their unity and development. Taking into account the goals and tasks of scientific research, the author widely used the functional-structural method of scientific knowledge. As a result of scientific research, the author was able to consider a number of risks and problems related to increasing the efficiency of the transport and logistics sector. at the same time, a solution was also created for them.

3. Discussion

Nowadays, the use of modern information technologies in transport logistics makes it possible to optimize the term of cargo delivery and optimally reduce their transportation costs. Reducing the inventory to an optimal level and delivering goods at the specified time is one of the most important requirements for a modern dynamic economy.

An important task of the logistics chain is to coordinate the actions of all its participants. It provides an opportunity to standardize the documents necessary for the transportation of goods and to establish contractual relations between all participants of the logistics chain and to place a single order for all services provided by all participants of the logistics chain.

[13] Fayzullayev J.S. Improvement of Economic Efficiency of Development of Railway. // Asian Journal of Technology & Management Research (AJTMR). ISSN: 2249-0892. Vol9 Issue–2, Dec -2019.

[14] Fayzullayev J.S. Economic-mathematical model of evaluating the efficiency of the transport system. // Economics and Innovative Technologies: Vol. 2021: No. 1, Article 1

It is necessary to use a systematic approach in solving practical problems arising in the field of transport logistics development. The formation of transport-logistics clusters and the establishment of multimodal transport-logical centers serve the field of transport-logistics. The transport sector shows its maximum efficiency not only in the presence of modern transport infrastructure, but also in demanding free competition in the market of transport and logistics services.

4. Analysis and Result

Transport logistics transport complex ensures that the actions of all participants of the transport complex to plan and manage transportation in the optimal direction using different types of transport are agreed and interrelated, including the movement of passengers, luggage, cargo at each stage of transportation, should ensure timely and high-quality monitoring of the movement of luggage, cargo, mail and courier shipments.

The main tasks of transport logistics are:

- agreement of the parameters of the unified transport system using the unified technology of transport, direct reloads, non-reloading road;
- development and application of uniform transport schedules;
- formation of transport corridors and transport chains;
- ensuring the technological unity of the transport-warehouse process;
- determining the reasonable direction of cargo delivery;
- choosing the type and type of vehicle[15].

Because logistics has many aspects, measuring and summarizing performance is a difficult issue in different countries. Studying the time and costs associated with logistics processes - port processing, customs clearance, transportation, etc. - is a good start, and in most cases this information can be easily obtained. But even if it is complete, this information cannot be easily integrated into a single consistent data set across countries due to structural differences in countries' supply chains. Most importantly, many important elements of good logistics, such as process transparency and quality of service, predictability and reliability, are not evaluated using time and cost data alone.

According to the analytical data on the main indicators of 2023, the dynamics of positive growth in the transport sector of our country has been preserved. Including: 108 trillion 477 billion soums of transport services were provided (108.0 percent compared to 2022).

Motor transport 51.2 trillion soums (108%), railway 10.6 trillion soums (112%), air 16.3 trillion soums (107%). The share of transport services (108 trillion 478 billion soums) in total services is 23 percent. 1 billion 383 million tons of cargo were transported (102 percent compared to 2022).

Railway 73.8 thousand tons (101%), air 9 thousand tons (87%), motor transport 1,309 thousand tons (102%). 48 billion 818 million tons-km cargo turnover (106 percent compared to 2022). Railway 27 billion 55 million tons-km (108%), air 226 million tons-km (70%), motor transport 21 billion 536 million tons-km (105%). 6 billion 452 million passengers were transported (103.3 percent compared to 2022). Railway 9 million 707 thousand (107.7%), air 5 million 267 thousand (129%), motor transport 6 billion 270 million (103%), metro 162 million 700 thousand (119%), tram 3 million 403 thousand (117%), trolleybus 669 thousand (124%). 152 billion 686 million passenger-km passenger turnover (104.2% compared to 2022). Railway 3 billion 926 million (111%), air 13 billion 792 million (126%), motor transport 133 billion 751 million (102%), metro 1 billion 186 million (119%), tram 11 million 900 thousand (122%), trolleybus 18 million 300 thousand (124%). 61.4 million tons of goods were transported on international routes (114.5% compared to 2022).

[15] Law of the Republic of Uzbekistan "On Transport" No. ORQ-706 of August 9, 2021

Export – 16.3 million tons (106%), import – 31.4 million tons (120.6%) and transit 13.7 million tons (112.7%). 1 billion 541.4 million dollars of transport services were exported (105.0 percent compared to 2022). Vehicles are worth $507.8 million (105.5%), rail is worth $518.0 million (100%), air is worth $515.6 million (109.4%).

Digitization of the industry: In 2023, the Ministry of Transport carried out a number of works on the introduction of information technologies in the field of transport, and the following results were achieved in the field.

In particular, under the Ministry of Transport, the state institution "Digital Transport Center", which is responsible for the digitization of the industry, was established, and the number of information systems was increased from 8 to 15 by the center.

By digitizing business processes on information systems operating on the basis of the principle of authorization, the practice of demanding additional documents from entrepreneurs and citizens was canceled, and transparency was ensured by eliminating the human factor.

4 information systems in the field of motor transport (E-Tender, Dozvol, license, dangerous goods), 3 in the railway sector (infrastructure construction, transportation organization, dangerous goods), 1 in the field of aviation (Form - R). In this case, the level of electronic cooperation with ministries and agencies was increased, and electronic information exchange was launched. All 20 public services provided by the Ministry have been transferred to electronic form.

4 public services through the electronic licensing system "License.gov.uz" and 3 public services through the "Unified interactive public services portal" have been launched. These are: the state service for issuing licenses for the transportation of passengers and cargo on international routes by road transport (a total of 328,190 license sheets were issued); state service for issuing preferential transport cards to citizens of certain privileged categories (a total of 6,331 transport cards were provided); the service of online registration of local railway and air tickets has been launched tickets are issued online by passengers through this portal (started in November of this year and about 5,000 electronic tickets have been issued).

On digitization of public transport: a system of organization and financing of passenger transportation on the basis of a gross contract was introduced on regular city bus routes.

"ASDUM Magnetic" automated dispatching control and control system has been introduced for public buses operating in Tashkent. As a result, the practice of setting a daily collection plan-assignment of fare receipts in Tashkent was canceled, and making settlements with carriers providing passenger transportation services by bus "traveled road" and "was launched based on quality" criteria. This system will be implemented in the cities of Andijan, Samarkand, Namangan, Karshi and Urgench from January 2024, and from June 1 in the centers of – Nukus and other regions.

As for the work carried out on the development of international transport corridors, logistics and transit, in 2023, 200,480 permit forms were exchanged with the competent authorities of 31 foreign countries, an increase of 30% compared to the previous year or an increase of 35,046.

"Uzbekistan - Turkmenistan - Iran - Turkey" Protocol on the development of the multimodal transport corridor was signed and discounts were given on railway transportation (transport costs decreased by 15-20% on average).

"The draft Memorandum on the development of the multi-modal transport corridor Belarus - Russia - Kazakhstan - Uzbekistan - Afghanistan - Pakistan" was developed, agreed and signed with the parties (Russia, Kazakhstan, Uzbekistan). The restriction on transit transportation by national carriers on the territory of Afghanistan has been canceled.

"Uzbekistan - Turkmenistan - Caspian Sea - Azerbaijan - Georgia ports" multimodal transport corridor "Action plan for 2023-2024 was signed by Azerbaijan. The internal order

procedures of the "International Road Traffic Agreement between the Government of the Republic of Uzbekistan and the Government of the Republic of Azerbaijan have been completed and entered into force on February 15, 2023. As a result, the volume of cargo transportation of Uzbekistan through the territory of Azerbaijan increased by 21% in 2023

A plan of measures has been developed to establish transportation by international roads and railways from Kashkar to Andijan and from Peshawar to Galaba. In this draft of measures, it is determined to increase the volume of cargo transportation by 3 times on the multimodal transport corridor "Andijan-Osh-Irkeshtom-Kashgar".

"The project financing and management model for the implementation of the Uzbekistan-Kyrgyzstan-China" railway project was determined, and an agreement was reached with the Kyrgyz side.

Within the framework of the 1st transport forum of the Shanghai Cooperation Organization and the 12th meeting of the transport ministers of the member states of the Economic Cooperation Organization held in Tashkent on November 1-2 this year "Belarus - Russia - Kazakhstan - Uzbekistan - Afghanistan - Pakistan", "Documents on the establishment of multimodal transport corridors Uzbekistan - Turkmenistan - Iran - Turkey" and "Russia - Caspian - Turkmenistan - Uzbekistan - Kyrgyzstan were signed.

Table 1. The most important indicators of efficiency (KPI) according to the international ratings and indices that are a priority for the logistics sector of the Republic of Uzbekistan[16]

No	Naming of ratings and indices and structural indicators	Current status	2021	2022	2023	2030
	Logistics Performance Index	**51,55 (99th)**	**63,7**	**63,7**	**68,7**	**83,8**
1.	Customs	42,07	56,3	56,3	62,5	81,2
2.	Infrastructure	51,40	63,9	63,9	69,1	84,7
3.	International shipments	48,47	60,1	60,1	66	81,1
4.	Quality of logistics services	51,75	62,1	62,1	66,3	78,7
5.	Ability to track loads	54,18	66,8	66,8	72	87,5
6.	Ability to deliver goods on time	61,80	72,6	72,6	76,7	89,2

Logistics Performance Index – is an interactive comparison tool created to identify the problems of these countries in the field of trade logistics, what measures can be taken to eliminate them, and promising opportunities[17].

Table 2. LPI - logistics efficiency index The position of the Republic of Uzbekistan[18]

LPI Rank	2023	2018	2016	Difference (+;-)	
				2023 versus 2018	2023 versus 2016
Customs	74	140	114	-66	-40
Infrastructure	89	77	91	12	-2
International shipments	91	120	130	-29	-39
Quality of logistics services	92	88	116	4	-24

[16] Developed by a researcher.

[17] Хамидов Хуршид. (2023, ноябрь 17). ЖАҲОН БАНКИНИНГ LPI - ЛОГИСТИКА САМАРАДОРЛИГИ ИНДЕКСИ. https://doi.org/10.5281/zenodo.10150187

[18] Developed by a researcher.

Ability to track loads	105	91	114	14	-9
Ability to deliver goods on time	101	90	143	11	-42

The report measures competitiveness using 6 components that determine the logistics efficiency index. 160 countries are ranked and the rating varies from 1 to 5. The index is based on the questionnaire.

Among 160 countries according to the Logistics Efficiency Index (LPI), Uzbekistan (2.6 points, 88th place), (2.58 points in 2018, 99th place). Singapore (4.3 points, 1st place), Finland (4.2 points, 2nd place), Denmark (4.1 points, 3rd place), RF (2.6 points, 87th place) and Albania (2.5 points, 89th place). In the section of LPI components with YEOII countries, the component of organizing international transportation at competitive prices (Uzbekistan - 2.6 points, 91 places), (2.42 points in 2018, 120th place) quality component of logistics service (Uzbekistan - 2.6 points, 92 places). (2.59 points, 88th place in 2018), (Kazakhstan - 2.7 b, Belarus – 2.6 b, RF – 2.6 b, RF 6 b, Kyrgyzstan - 2.2 b)[19].

5. Conclusion

In conclusion, it can be said that it is desirable to increase the efficiency of management of the transport and logistics sector, to expand the network of multimodal transport and logistics centers in the center and regions. This includes: normative legal framework, technical and technological regulations and rules and standards of cargo transportation; alignment of transport-expedition activities with modern internationally recognized standards; organization of an integrated information system to ensure the efficiency of multimodal transportation; it is necessary to form a national network of customs logistics centers and ensure that transport-logistics operations are at least at the level of 3PL.

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