

The Importance of Logistics in the Development of Small Business and Private Entrepreneurship

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Abstract: Today, multimodal logistics centers and the logistics sector play an important role in shaping the deepening of specialized production and international cooperation. As one of the key sectors of the world economy, which is becoming increasingly tense, countries are faced with the task of grouping the factors and sources of economic growth in practice, as well as the development of areas that determine economic potential. These processes pose an important challenge to landlocked Central Asian states, such as the development of transport corridors. With the largest number of private logistics companies in the world, the logistics industry is inextricably linked with other industries and is the mainstay of private business development. Each link of the production and services sector is inextricably linked with logistics. Multimodal logistics centers include logistics centers, from the delivery, loading, packaging, processing, storage, marketing of goods and raw materials to their customs clearance, collection and advertising.

Keywords: Delivery, loading, packaging, processing, storage, marketing, goods, raw material, economy, transport corridors, logistics,, social welfare, transport system.

As one of the key sectors of the world economy, which is becoming increasingly tense, countries are faced with the task of grouping the factors and sources of economic growth in practice, as well as the development of areas that determine economic potential. These processes pose an important challenge to landlocked Central Asian states, such as the development of transport corridors. Uzbekistan, Kazakhstan and Turkmenistan are leading the way in establishing transit corridors and logistics centers, which are key to economic development and social welfare. In particular, logistics centers have been established in Navai region of Uzbekistan, Almaty and Astana regions of Kazakhstan and Ashgabat region of Turkmenistan. Logistics centers located in Uzbekistan and Kazakhstan are multimodal. Along with the development of the transport system, multimodal logistics centers will form new specialized industries, ensure the production of large transnational corporations and the transfer of modern technologies to the region. All neighboring sectors: the financial sector, industry, agriculture and social security are developing rapidly as a result of profit-oriented, competitive and innovative development. This, in turn, will lead to the accumulation of capital, quality products and raw materials in the region and turn it into a complex industrial center.

Multimodal logistics centers established on the territory of Kazakhstan are based on seaports, while these centers established in Uzbekistan are based on "dry ports". The logistics center is a means of connecting Uzbekistan and the region with the world. How to develop it and how to approach it encourages us to directly study the world practice. Therefore, we will dwell on the world experience of establishing international multimodal logistics centers.

Logistics centers in the world intermodal In the 80-90s of the twentieth century, the largest ports in Europe were Antwerp and Rotterdam (Netherlands), Hamburg (Germany), London, Manchester (Great Britain), Lisbon (Portugal), Valencia (Spain), Rome (Italy). Established in major port cities such as Nantes (France). After 15-20 years, multimodal logistics centers have developed and increased their coverage around the world. Currently, there are about 4,500 logistics centers in the world, which create a value of 15% of world GDP (\$ 6.5 trillion). The number of private logistics companies, which form the basis of logistics centers, is more than 3,000, and their annual revenue in 2008 increased by 6% to 3.6 trillion. \$. It is estimated that this figure will reach \$ 3.9 trillion by 2013. It is obvious that the logistics sector will remain an important tool for development after the crisis. At the core of the logistics system in Europe are the ports located in the pentagon of the United Kingdom, France, Italy, Germany and Spain. The experience of establishing logistics centers in Europe is based on private logistics firms. Only in Italy and Spain is the logistics sector managed by state-owned enterprises. In general, annual logistics services in Europe are worth € 800 billion and show higher GDP growth of 4-8% per year.

In the United States, logistics centers are based on more than 2,000 private companies. With the largest number of private logistics companies in the world, the logistics industry is inextricably linked with other industries and is the mainstay of private business development. Each link of the production and services sector is inextricably linked with logistics. Multimodal logistics centers include logistics centers, from the delivery, loading, packaging, processing, storage, marketing of goods and raw materials to their customs clearance, collection and advertising.

Asia has its own direction in establishing international multimodal logistics centers. Japan (Tokyo), China (Guangzhou, Shanghai, Hong Kong, Pyanjin), India (Bangalore, Delhi), UAE (Dubai), Singapore (Singapore), Malaysia (Kuala Lumpur), including the production and transportation of the Asian logistics system) countries with a core of large logistics centers. At present, the international ports, where the largest logistics centers are located, are launching new specialized production based on transport logistics. This allows you to create new value-added goods and services around the major ports, where logistics centers are located. As a result, the multimodal logistics center will become complex and its efficiency will increase even more. As a result, major centers in Hong Kong, China and Singapore are attracting the attention of many international corporations and investors. The following figures and facts prove it. In particular, in Singapore, the logistics sector serves 6% of the population and accounts for more than 10% of GDP [6]. In addition, India is a country with a very high logistics potential.

In recent years, the value of the Indian logistics market has increased from \$ 14 billion to \$ 82.1 billion and is growing at 7-8% per year. The logistics sector accounts for 6.2% of GDP. This figure could reach \$ 190- \$ 200 billion by 2010. In Singapore, where the logistics sector is the most developed, \$ 346.8 million was invested in 2009, of which \$ 149.2 million was allocated only for value-added goods and services [7]. In order to promote competition in the field of logistics, Frost and Sullivan annually announce awards for Asian logistics companies in various fields. China, which has established a new direction in the field of logistics, has achieved many positive results in this area. The establishment of production around multimodal logistics centers and inland has led to the complexity of transport logistics. In particular, the ports of Hong Kong, Tianjin and Shanghai are examples of this. In China, 3 important areas of logistics are formed, such as PL logistics, supply chain management, customs management, foreign cooperation, technological logistics, training and retraining [8]. The Asian logistics industry is radically different from the European system in that it integrates production and grows rapidly. Government and government agencies are

constantly supporting this area. Logistics research institutes have been established in Singapore, Korea and China to help address the challenges of sustainable innovation.

Based on the above European and Asian experience, it is possible to show the prospects of the intermodal logistics center established in the territory of Uzbekistan. Our country is trying to use the Asian experience in many ways, adapted to local conditions. The international multimodal logistics center established in Navoi region combines innovative-industrial, transport logistics and social recreation hubs. This complex includes transportation, loading and unloading, processing, assembly, sorting, packaging, marking, selection, production, product inspection, production of innovative technologies, marketing, marketing, research, distribution, export import, fairs, advertising, face-to-face trade, financial operations, training and internships, production support and a number of similar services.

This will develop small business and private entrepreneurship, which is now one of the priorities in our country. As a result of the concentration of financial, industrial-innovative and recreational hubs, 3 factors of the environment for the development of small business and private entrepreneurship are formed:

Factor 1: Local entrepreneurs and producers will be able to fill the domestic market with their products at low cost. The reason is that small business does not require much capital and with cheap transport it is possible to arrange fast and high-quality delivery anywhere in the Republic. In addition, the use of innovative technologies, the increase in capital and the saturation of the domestic market will provide an opportunity to enter foreign markets and operate on a global scale. In Japan in the 50s and 70s of the twentieth century, this strategic approach led to the creation of the "Japanese miracle".

Factor 2: The implementation of the above services on the basis of logistics centers will stimulate the development of small business and private entrepreneurship. The state will benefit from this in every way. Because this sector can adapt to any economic conditions in 9 months, and it is the most powerful development tool in times of crisis. In addition, the country's employment rate will increase and the country's socio-economic potential will increase as living standards improve. Even when the economy is completely saturated and growth is almost zero, additional economic growth can be achieved at the expense of the transport logistics sector. A similar situation is happening in Europe today.

Factor 3: As a result of the concentration of hubs and competition, private logistics companies in our country are developing. The mobilization of industries will increase due to the rapid and quality delivery of any material flow.

In conclusion, based on the above factors, we can see the prospects of multimodal logistics centers. At the heart of these prospects is the logistics sector, one of the most important anti-crisis tools, which will have a direct positive impact on the development of small business and private entrepreneurship, which is currently a topical issue in our country. At a time of globalization, the development of multimodal logistics centers is important for both developed and developing countries.

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