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STATE REGULATION AND SUPPORT OF THE TRANSPORT LOGISTICS SYSTEM, LOGISTICS COSTS AND LOGISTICS EFFICIENCY

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Abstract. This article highlights the main directions of state regulation of the transport logistics system, mechanisms for supporting logistics infrastructure, and the impact of logistics costs on economic processes. In addition, trends in the development of transport and logistics indicators in recent years are analyzed. Based on example statistical data, tables and diagrams are presented to assess the dynamics of logistics costs and logistics efficiency.

Keywords: transport logistics, state regulation, logistics costs, logistics efficiency, infrastructure.

In the modern economic system, transport logistics is considered one of the key factors determining the competitiveness of countries. The growth of global trade volumes, the geographical dispersion of production, and the expansion of international transport corridors have sharply increased demand for logistics systems. Under such conditions, the effective organization of logistics processes depends not only on private sector activities but also directly on clear state policy decisions and regulatory mechanisms. State support of the transport logistics system serves to reduce transport costs in the economy, increase the speed of cargo delivery, optimize export-import operations, and enhance overall economic efficiency.

This article analyzes the essence and main directions of state regulation of the transport logistics system, the impact of logistics costs on economic processes, and the criteria for assessing logistics efficiency. It also examines the economic significance of state programs aimed at modernizing logistics infrastructure, digitalization, and developing transport corridors.

Transport logistics is a complex economic process that ensures the safe, fast, and cost-minimizing delivery of goods from origin to destination. This process includes stages such as transportation, warehousing, customs clearance, multimodal operations, and freight forwarding services. State involvement in this process is aimed at ensuring economic stability, trade security, and the competitiveness of the national economy.

The main tasks of state regulation include the following:

- creating an investment environment for the development of logistics infrastructure;
- expanding transport corridors and passenger–freight transportation networks;
- forming and regulating tariff policy;
- simplifying customs, permitting, and transit procedures;
- ensuring competition in the logistics market;
- increasing transparency of processes through the introduction of digital logistics platforms.

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An increase in state investment in transport and logistics infrastructure serves as an incentive for the private sector. Modern highways, railway lines, logistics centers, border crossing points, and intermodal transport systems are direct results of state policy.

State support for the transport logistics sector can take various forms. The following main directions are considered the most effective:
Significant funds are allocated by the state for the development of transport routes, terminal complexes, logistics centers, and multimodal transport systems. This helps reduce logistics costs and increase transportation speed.
Electronic customs systems, the single-window principle, and the liberalization of transit procedures accelerate the cross-border movement of goods. This, in turn, shortens delivery times and expands export opportunities.
The state monitors the justification of domestic and international freight transportation tariffs. A fair tariff policy ensures the stability of logistics service prices.

Technologies such as transport monitoring, GPS tracking, electronic consignment notes (e-CMR), and digital warehouse management significantly simplify logistics processes.
Investments in the logistics sector are attracted through tax incentives, investment grants, and public–private partnership projects.

Table 1

Logistics indicators in Uzbekistan

Year	Logistics_costs_mln_$	Logistics_efficiency_index
2020	520.0	3.1
2021	545.0	3.25
2022	590.0	3.33
2023	615.0	3.45
2024	640.0	3.52

Logistics costs represent the total of all expenses incurred in the process of delivering a product from the manufacturer to the consumer. They consist of the following main components:

- transportation costs;
- warehousing costs;
- cargo handling costs;
- insurance and security costs;
- customs clearance costs;
- information technology–related costs.

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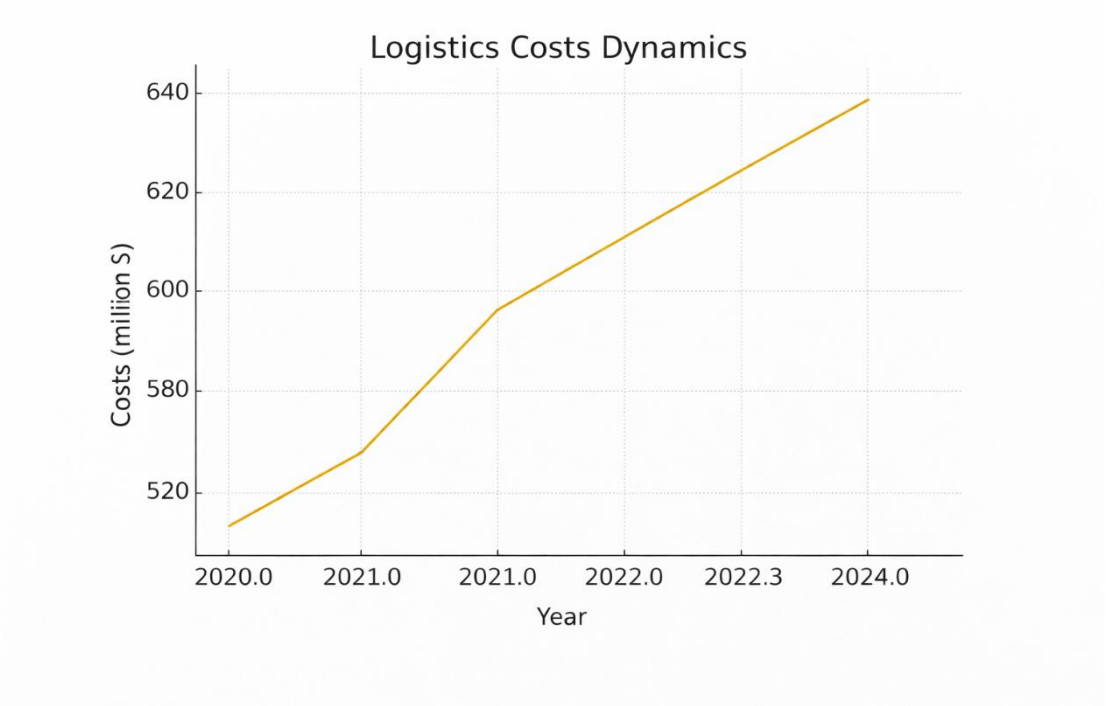
According to global economic experience, in many countries logistics costs account for 10–15 percent of GDP. In countries with an efficient logistics system, this indicator is around 7–9 percent.

High logistics costs lead to an increase in product prices. Therefore, reducing logistics costs is one of the priority directions of state economic policy.

Diagram 1

Dynamics of logistics costs in Uzbekistan



Logistics efficiency is a multifactor indicator that shows how effectively the transport system operates from economic, technical, and organizational perspectives. The main criteria include:
• delivery time;
• level of transport costs;
• cargo preservation and safety indicators;
• warehouse turnover speed;
• quality of customer service;
• coefficient of utilization of transport vehicles.

Among international rankings, the World Bank's **LPI – Logistics Performance Index** is the most well-known. It assesses customs efficiency, infrastructure, quality of international shipments, tracking technologies, quality of logistics services, and delivery speed.

Diagram 2

Logistics efficiency index in Uzbekistan

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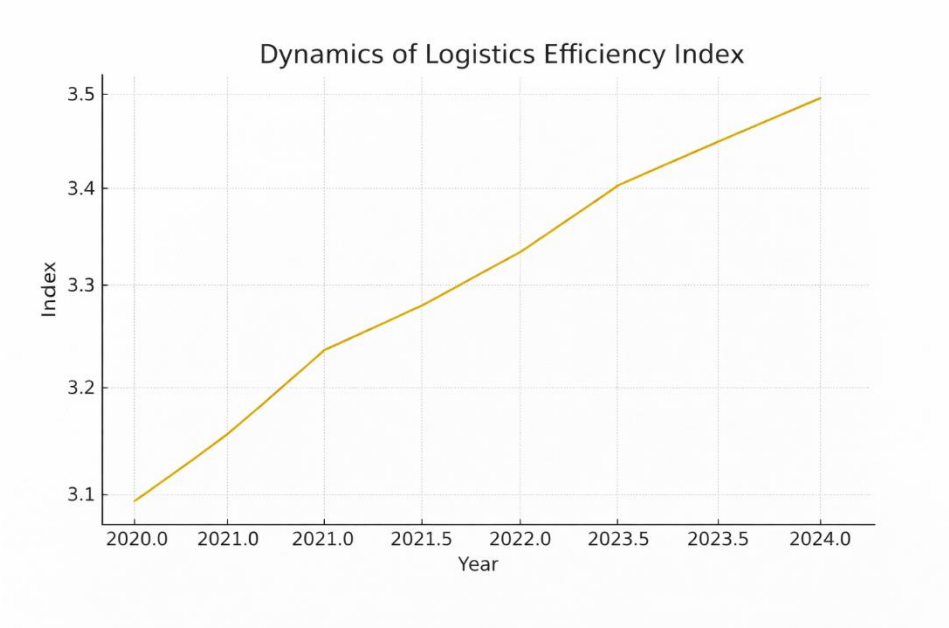

Modern trends in the development of the transport and logistics system

Electronic logistics systems enable real-time tracking of cargo flows. This helps optimize processes, reduce costs, and respond quickly to customer needs.

The use of multiple modes of transport, for example road + rail + sea, reduces costs and accelerates cargo delivery.

The use of renewable fuels, compliance with environmental requirements, and the application of low-carbon transport vehicles have become an important part of global transport policy.

Projects such as the Trans-European network, TRACECA, the “One Belt, One Road” initiative, and the North–South Corridor accelerate interregional trade.

Conclusion. In conclusion, state regulation of the transport and logistics system plays an important role in the sustainable development of the national economy. A reduction in logistics costs, an increase in transportation speed, and the simplification of export–import operations enhance the competitiveness of enterprises. Digitalization, the expansion of multimodal transportation, and the improvement of customs procedures further increase logistics efficiency. An efficient logistics system is a strategic advantage of any economy.

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