

REGULATION OF TRANSPORT AND LOGISTICS CENTERS IN THE REPUBLIC OF AZERBAIJAN

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Abstract. The purpose of the article is to analyze and substantiate the need for state regulation and support of logistics processes. To achieve this goal, the following tasks were set:

- state and problems of state regulation of logistics processes;
- ways to improve state regulation and support transport and logistics processes.

Keywords: transport, logistic center,

The development of the transport system is of great importance for the Republic of Azerbaijan. In addition to the infrastructure fields of the country's economy, energy, communications, education, health, transport plays an important role in achieving social, economic, foreign policy and other state priorities by meeting the initial needs of the society's life activities. If we summarize, state regulation in the field of transport and logistics can be carried out in several directions, which include:

- 1) economic regulations in the field of Transport and logistics (tariffs, taxes, etc.)
- 2) adjustment (control) according to the modes of transport, their characteristics
- 3) regulation for the safety of Transport Activities (technical)
- 4) regulation in the market of Transport-Logistics operational services

A comprehensive analysis of the formation and development of logistics shows three approaches to state participation: the state is closely involved in its development (for example, Sweden, Germany); develops private sector terminals and logistics centers, and the government promotes this process through public-private partnerships (Scotland) through spatial planning and financing; state participation is very low (USA).

Improving logistics processes and creating effective logistics systems require the participation of the state, business and society. As a result of the privatization of the logistics sphere, as a rule, it has been established that income margin increases, transparent and independent management is ensured, the level of Service is increased, and profitability increases compared to a purely state-owned enterprise.

State and problems of state regulation of logistics processes. Analyzing the logistic provision

of the functions of Public Administration, one can note the directions in which the state uses or can use logistics in its management functions. Prices for goods and services of public importance (electricity, tariffs, etc. by determining the permissible limits, he can directly and indirectly influence the price indicators. In this aspect, the state regulates customs duties, applies certain quotas, coordinates part of the export and import policy, establishes a system of financial preferences for stimulating the export of individual goods or countries, etc. uses the application. The following are the problems in the regulation of transport and logistics in our republic:

- continuous improvement of the regulatory and legal framework in the relevant field in order to accelerate its integration into the international transport system;
- reduction of state participation in logistics activities, liberalization of transport and logistics;
- creation of a unified transport and logistics network system

Ways to improve state regulation and support transport and logistics processes. In order to turn Azerbaijan into a trade center of the region, it is planned to develop transit and transport services, to establish logistics centers in the regions of the country by using the strategic geographical position of the country effectively. All this will also lead to an increase in the attractiveness of the country as a production and Investment Center, as well as the creation of new business and employment opportunities. Measures in which the state has a direct impact on logistics processes, as well as the process of organizing and operating supplies for state needs (public procurement system), can be attributed. A priority system of rational expenditure of budget funds is created on the basis of the introduction of logistics solutions based on optimizing process flows and minimizing the costs associated with them.

Based on the analysis, it can be concluded that for the development of logistics in our country, first of all, public-private partnership should be increased and a single transport network should be formed. Foreign and local investors should be attracted to the country. The shortcomings of the regulatory and legal framework in this area should be eliminated, developed and the process of liberalization of logistics in all types of transport (Georgia, Turkey) should be started.

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