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METHODOLOGICAL FEATURES OF ENSURING THE INNOVATIVE STABILITY OF LOGISTICS SYSTEMS

Bahodir Turaev, Doctor of economic sciences, professor
Tashkent state transport university
Haydarov Makud, postgraduate
Tashkent state transport university
Oleg Shevchenko, Candidate of economic sciences, assistant professor
Kyiv National University of Technologies and Design

Annotation. The unified information and methodological platform is a feedback adaptive system that performs a different spectrum of log-of-style functions, consisting of subsystems of interrelated elements (logistics operations), which has developed bonds with the external environment and the general properties of the system object: integrity and segments; integrative qualities; links between elements; autonomy; Multi-level and digital potential.

Keywords: logistics system, integrated, system, logistics, transport.

The development of traditional and most of the already functioning logic systems is largely due to the genesis of research concepts in the spatial economy, their relationships with the general and national laws of country economic development.

History suggests that before the past century, the development of logistics directions took place to a greater extent in the military sphere. In the economic sphere, the transportation, storage, and other functions were considered as a rule, in the composition of the functions of managing material reserves.

The general economic conditions, the features of the development of technology and the management of domestic production in the era of socialism "did not contribute to the integrated manifestation of the phenomenon of logistics," while the rapid introduction of logistics in the business of Western Compacts was initiated by applying the known "principle of general (total) costs in physical distribution" [1].

The principle of total costs has become determining first in the development of optimization of logistics solutions in supply-sales activities, and then throughout the structure of commercial and industrial companies. In developed countries, the concept of business logistics, which was determined as "art and science of management, technology and technological activities, providing for planning, supply and application of displacement tools for the implementation of the planned operations in the name of achieving the goal" [2].

An obstacle to the dissemination of this concept in our country was the existing accounting system that does not provide for separate separation of

logistics costs in the cost of the production produced by the work performed. It did not take out to control and determine the financial result of logistics activities as a separate type of activity and as an object of accounting.

Many researchers explain the "logical take-off" of the last century in the world economy, explain the development of personal computers and information technologies, on the basis of which the "Integral Logistics Concept" was implemented, which allows monitoring material flows in online mode and in remote access mode through information channels. There was an opportunity to manage information in logistic activity.

The most significant for the economy is the modern fourth stage of innovative development of logistics systems. He "characterizes the accelerated increasing number of logistics companies that provide customers (industrial, service, and trade firms) complex logistics services in storage, cargo receipt, transportation, customs clearance, reserves management, and the like.

These companies (mainly formed from transport and freight firms, general-use warehouses, cargo terminals) began to be called logic operators, or service providers. At the end of the XX - early XXI century. A new type of intermediary companies providers (system integrators of supply chains) appeared, the main functions of which were the development of logistics projects for orders of companies, formation and management of integrated supply chains.

Distinctive features of the development of the global logistics market from to date are reflected in the following trends:

- logistic mediators have expanded the range of their competencies in the field of integration and supply chain management. This means a growing desire to carry out business with a great participation of providers;
- logistic operators became more in demand for the transaction activities, for example, for the processing of conversion;
- the range of services increases noticeably and the technological capabilities of BPL providers are becoming more developed;
- grows customer-oriented logistics companies. This is manifested in the implementation of integrated planning of customer company activities, in understanding the industry characteristics of this activity;
- consolidation of logistics operators occurs;
- the mediators became more active, and their increasing number goes to the GLA-ball market; their willingness increases to satisfy the specific needs for each of the local market segments;
- increases the time (duration) of contracts, imprisoned logistics service providers with their clients.

Separately, it should be noted the internal programs and projects developed at this stage in which the leading role is assigned to the logistics. For example, programs apply and implement programs to create interethnic

logistics centers for the physical distribution of commodity flows and the logistics infrastructure of pan-temperature and euro-Asian transit corridors.

For the implementation of logistics principles in global supply chains and in global economic trade relations, interethnic communication information and computer systems developed under the auspices of the UN, TACIS and other international organizations and communities, as well as logistics programs and Tedim projects, Hermes, “Gate to Europe”, “North Way”and others.

Many scientific schools, known in the field of economic logistics, are more nationally national than general theory, but the purpose of the development of logistics directions of theory is increasingly modeling and optimizing logistics activities, and the development of national and regional logistics systems. However, most scientific schools develop within their original concepts (paradigms), identifying certain areas of solutions of logistics problems for the economy**.**

The information and methodological platform of logistics systems (IPLS) is necessary to ensure their innovative sustainability at all stages of strategic development in the region. To build an implant:

1) strategic plans and programs for the development of logistics activities at the regional level, ensuring the consistency of all regional participants in logistics and logistics chains;

2) regulated procedure for the implementation of logistics operations of logistics activities, a list of established trees to the activities of logistics intermediaries of all levels;

3) information and methodological support for the management of logistics systems, including a set of innovative instruments and new information and digital technologies for managing material, fan and information flows together in the context of individual logistics chains and in aggregate.

Analysis of logistics systems for the development of expanded development based on them. The truth allows to determine not only its innovative sustainability in the development of logistics actions in the region, but also to evaluate its influence on the socio-economic development of the region. An analysis is proposed to complete the use of a phased algorithm.

References

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