

Yashil

IQTISODIYOT va TARAQQIYOT

Ijtimoiy, iqtisodiy, siyosiy, ilmiy, ommabop jurnal

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08.00.01 Iqtisodiyot nazariyasi
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08.00.03 Sanoat iqtisodiyoti
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08.00.17 Turizm va mehmonxona faoliyati



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Bosh muharrir:
Sharipov Qo'ng'irotboy Avezimbetovich

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Muharrir:
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ASSESSMENT OF THE ECONOMIC EFFECTIVENESS OF THE RAILWAY TRANSPORT SYSTEM

Mannonov Shahruhmirza Abdurashidovich

Tashkent State University of Economics independent researcher

Abstract: This article describes the main directions that determine the efficiency of the railway transport services, the relationship between the concepts of railway transport services, transport system and transport infrastructure and the main factors influencing the choice of mode of transport, suggestions for improvement are given.

Key words: transport system, railway transport services, railway transport, transport-logistics, transit transportation, cargo delivery, hierarchy of tasks, transport complex, services in GDP, transport infrastructure.

Annotatsiya: Ushbu maqolada temir yo'l transporti xizmatlari samaradorligini belgilovchi asosiy yo'nalishlar, temir yo'l transporti xizmatlari tushunchalari, transport tizimi va transport infratuzilmasi va transport turini tanlashga ta'sir etuvchi asosiy omillar o'rtasidagi bog'liqlik yoritilgan, takomillashtirish bo'yicha takliflar berilgan.

Kalit so'zlar: transport tizimi, temir yo'l transporti xizmatlari, temir yo'l transporti, transport-logistika, tranzit tashish, yuklarni yetkazib berish, vazifalar ierarxiyasi, transport kompleksi, YalMdagi xizmatlar, transport infratuzilmasi.

Аннотация: В статье описаны основные направления, определяющие эффективность услуг железнодорожного транспорта, взаимосвязь понятий "услуги железнодорожного транспорта, транспортная система и транспортная инфраструктура" и основные факторы, влияющие на выбор вида транспорта, даны предложения по совершенствованию.

Ключевые слова: транспортная система, услуги железнодорожного транспорта, железнодорожный транспорт, транспортно-логистика, транзитные перевозки, доставка грузов, иерархия задач, транспортный комплекс, услуги в ВВП, транспортная инфраструктура.

INTRODUCTION

The process of globalization of world integration processes requires increasing the economic efficiency of the transport complex and the transport service sector. Today, "the provision of transport services as an important sector in the world distribution of labor accounts for 8% of the world's employed population, 15% of economic expenditures and 6% of the created gross product"¹. This provides an opportunity to effectively organize transport services, create new jobs and develop the activities of related industries. Providing railway transport services both quantitatively and qualitatively at the international level is of particular importance. In this process, the market of motor transport services took place as an important segment, "its share in the world gross domestic product was 6.8 percent".

The transport complex is of particular importance in the effective development of the country's economy, and it is one of the main directions in increasing the rate of socio-economic development. From this point of view, the rapid growth of the country's economy directly depends on the efficiency of the transport infrastructure. Due to the dependence of Uzbekistan on transit countries, it has a negative impact on the organization of the process of cargo delivery and the cost of transportation. Therefore, the formation of transport infrastructure and new transport corridors is one of the main tasks for the country.

The transport system as a component of the country's infrastructure (in addition to the energy, social, communal and other components of the general infrastructure) transport networks and enterprises providing passenger and cargo transportation services (by all types of transport used), together with the transport corridors that form a network from the point of view of a complex space and summarizes the system of enterprises and organizations that ensure the effective operation and development of transport infrastructure objects (both in terms of service provision and management functions).

Today, 15,300 enterprises are operating in the field of transport. The share of enterprises engaged in the field of "transportation and storage" in the total volume of enterprises providing services in this activity was 5.9%. Today, the service industry is one of the most important sectors of the economy. Positive results were



achieved due to the implementation of the policy of state support and the promotion of the development of the service sector in our country. The decision of the Cabinet of Ministers of the Republic of Uzbekistan “On the program for the development of the service sector in 2016–2020” defines the priority directions and tasks of the development of the service sector of Uzbekistan, including:

- increasing the gross domestic product due to the development of services, increasing its share in the economy to 48.7%;
- By 2025, a 2.4-fold increase in services in rural areas;
- creation of conditions for rapid development in the service sector, development of engineering, communication, automobile and transport infrastructure, implementation of structural changes due to introduction of modern information and communication technologies in networks;
- formation of a competitive environment, support for the development of small and private business entities;
- expansion of various innovative services, new communication facilities;
- to ensure the technical capabilities of the population for the telecommunication network, to provide high-quality services based on them, to ensure the transition to digital telephone communication and television systems, to increase the share of communication and information services in the republic's economy to 2.5% by 2025;
- development of financial services with the introduction of modern electronic payment technologies;
- further development of high-tech medical services.

All-round development of the service sector is an urgent issue of sustainable economic development, ensuring employment of the population and raising the standard of living of the population.

Today, a wide range of transport services leads to the development of international relations – the formation of the global economy by maintaining the increasing flow of cargo and passengers worldwide. The progress achieved in the field of scientific and technical development, that is, the mass introduction of innovations in various sectors of the economy, including the field of transport services, has become a process.

Innovations are of particular importance in the further development of Uzbekistan's railway network and in strengthening its unique position in international transport relations. Also, there is a need to move to the path of innovative development aimed at improving the railway transport infrastructure. That is why the head of our state has set a number of tasks to develop scientific research and innovative activities, introduce venture business into economic sectors, attract necessary financial resources, pay special attention to innovative ideas and support them. Experience in venture financing has not yet been formed in economic sectors, including in the field of transport, and for this it is necessary to study the experience of economically developed countries.

“Venture innovation financing”, which is considered as a novelty today, is an investment with a high level of risk in a newly created enterprise with an innovative technology in order to bring a new product or service to the market and obtain high profits. The investment is made using the venture mechanism, and the financing of the investment is covered by the future sources of the project.

Venture innovative design was formed relatively recently (late 1950s – early 1960s) and began to develop strongly in the 1980s and 1990s. It attracts enough attention as a source of funds for investment in high-return sector and an effective mechanism for introducing innovations. The development of innovative venture capital investment in various regions and countries will lead to an increase in the growth rate of these countries. Below, we present a venture innovative design scheme in railway transport (Fig. 1).

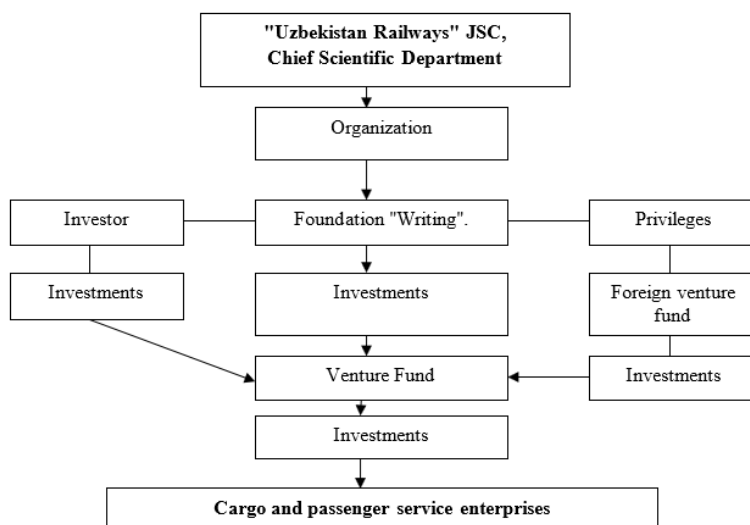


Figure 1: Scheme of venture financing in “Uzbekistan Railways” JSC

Also "Writing" fund activities are directed to the rapid creation of a new industry and its development. Financing of innovative activities can be carried out at the expense of sources such as state (budget), bank loans, investors' funds, innovative funds, investment and venture funds, "business angels" funds, crowdfunding and corporate profits. The study of financing conditions made it possible to form a classification of these sources in such directions as the origin of investments, the number of participants (investors), and the form of ownership.

Venture financing is a favorable factor for the development of the transport network. When the most appropriate model of financing innovative ideas is effectively implemented, based on the characteristics of the economic and financial activity of railway transport, the state of the field of innovative technologies in general, this type of financing helps to obtain high profits, as well as create many jobs in the field of modern technologies.

Taking into account the above points, the overview of the sequence of evaluation of the economic efficiency of the transport system was described as follows. In our opinion, by evaluating the economic efficiency of railway and road transport services, it is possible to determine the ways of using innovative technologies to ensure the future development of the enterprise. (Figure 2).

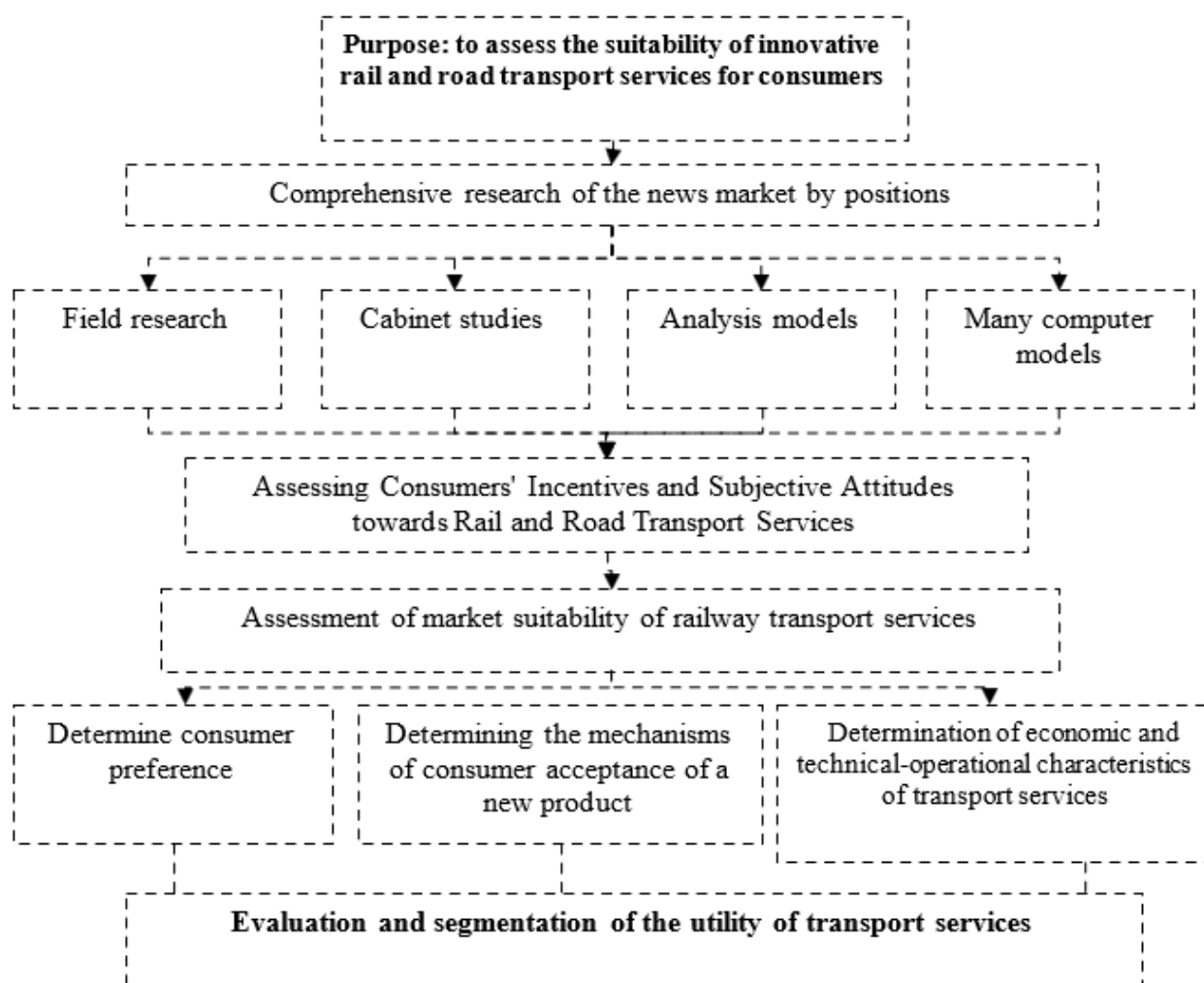


Figure 2: Evaluation of the economic efficiency of railway and road transport services

When mastering the processes of development of new types of transport service, more attention is paid to market research, not to the evaluation of this service. This, in turn, suggests the use of innovative marketing technologies in effectively and successfully marketing the services provided by railway and road transport enterprises.

At this point, it should be noted that, according to the World Bank's assessment of the transport complex, the automobile infrastructure has a higher chance of paying off the investments made in the sector compared to other sectors. In particular, the average annual profitability (average economic rates of return) obtained from investments in highway infrastructure is 29%, seaport infrastructure – 20%, railway – 12% (Figure 3).



Figure 3: Average indicators of economic profitability of certain types of transport, (%)

Based on the results of the assessment, the regulation of the development of the transport system is shown in the main sequence described in Figure 4. It is desirable to implement the above-mentioned priority areas that ensure the development of the transport system on the basis of solving the following interconnected tasks:

- increase the capacity of existing high-speed highways and intersections and build new ones, which will reduce the load on the roads in residential areas;
- balanced development of the road system, terminal-warehouse economy, customs supply system of cargo transportation in the interests of the development of the country's socio-economic system;
- ensure targeted use of financial resources attracted from regional and private sources, including the use of public-private partnership mechanisms, for the development of railway transport infrastructure within the general infrastructure;
- use of modern innovative technologies that ensure efficient operation of railway transport infrastructure.

The effective performance of these tasks serves to raise the rating of the country's transport complex to a high level on the international level according to development indices.

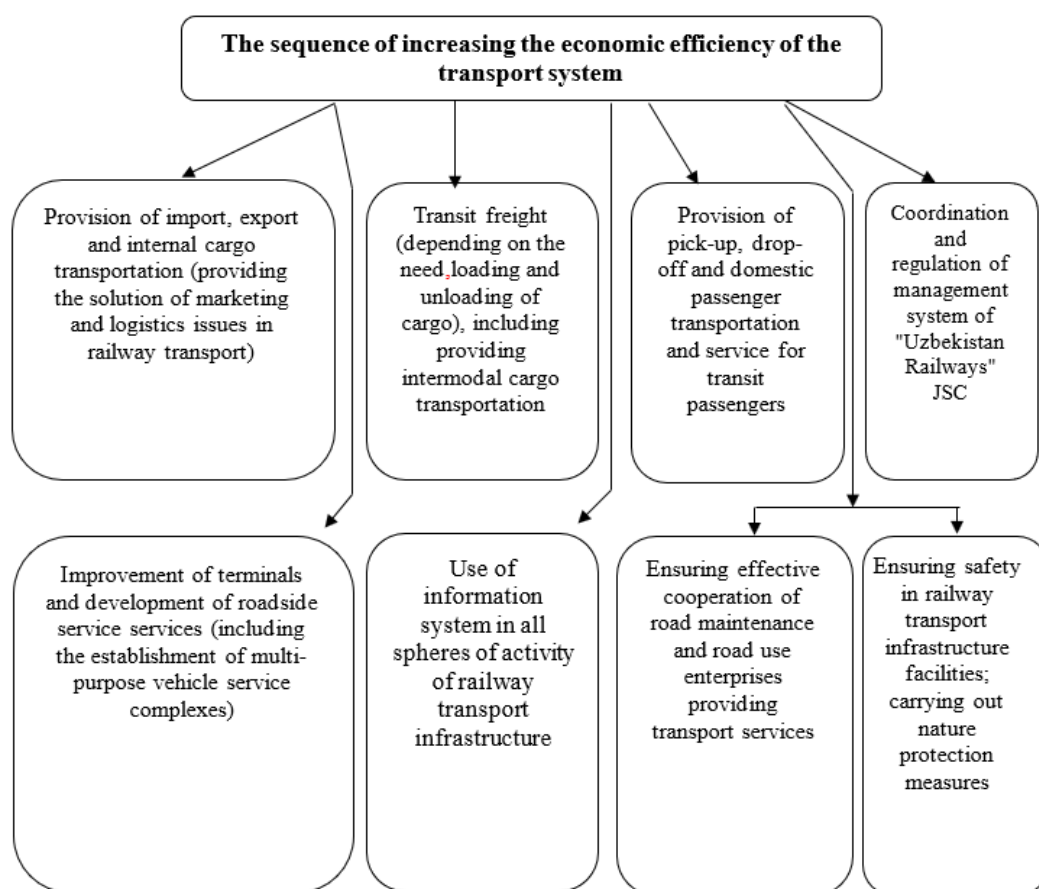


Figure 4: The sequence of increasing the economic efficiency of the transport system

The existing problems in the railway transport system are one of the factors hindering the growth of the country's economy. Therefore, it is appropriate to consider these issues separately:

- to fully meet the growing needs in line with the expansion of economic sectors and the ever-growing population;
- providing high-quality services to satisfy consumer needs;
- development of measures to minimize transportation costs in product cost;
- to achieve high efficiency of the transport system.

The above-mentioned directions can be described in a hierarchical sequence to the following scheme (Fig. 5).

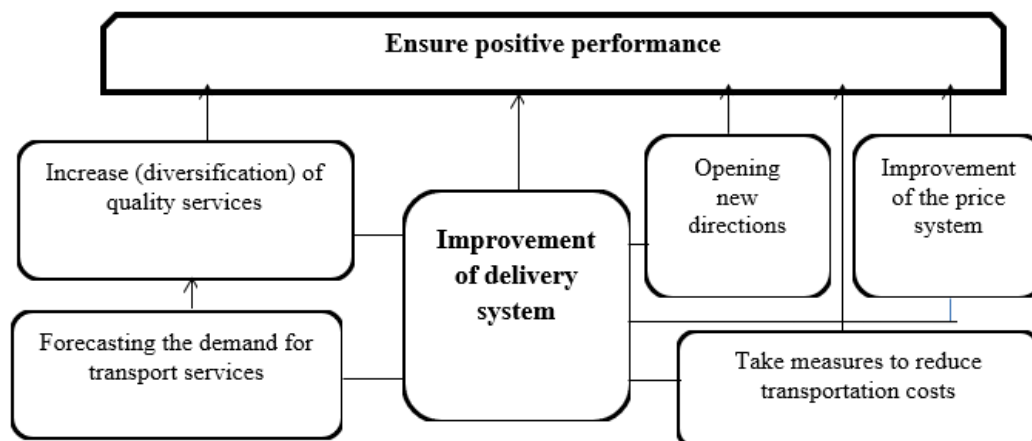


Figure 5: Directions for improving the efficiency of the railway transport system¹

Based on the above considerations, In this research on increasing the economic efficiency of the transport system, the following directions were proposed by the author:

- establishment of effective use of scientific and technical capabilities and production resources;
- improvement of the vehicle maintenance system based on modern technologies;
- to reduce or completely eliminate the damage caused by the transport system to the environment and economy;
- the continuous increase in expenses for modern infrastructure and the search for new sources of income to meet this demand;
- the resulting interaction between participants in the railway transport market causes a decrease in economic and technological efficiency, as a result of which the cost of transporting goods in railway transport along the network increases;
- facing crises in the economy and reducing the set level and amount of fees and tariffs for using infrastructure services, may require the implementation of additional state subsidies;
- with the increase of regulatory directions and objects, including the legal use of infrastructure services, and improvement of the public administration and order system;
- mutual distribution of responsibilities and tasks in the technological and operational cargo transport companies and infrastructure between the economy and the system that ensures the safety of transportation.

Therefore, based on the above considerations, the following problems affect the slow progress of the transport system development processes:

- high prices of freight transportation in railway transport;
- about 60% of railway wagons have been in service for 20–30 years, and 13% for more than 30 years;
- 1.5% of refrigerator cars participate in international transportation (15–20% demand), this figure is 4% of railway wagons;
- In 2017, 68% of the trucks involved in international transportation were 15–20 years old, and 10% were 20–30 years old;
- more than 70% of the country's highways cannot provide the optimal speed of vehicles;
- about 30% of the warehouse's main funds are physically and morally obsolete;
- the level of mechanization of loading and unloading works is 20–30%.

¹ Systematized by the author as a result of the conducted research.



CONCLUSIONS

Thus, in order to prevent the above problems, it would be appropriate to define the following main conceptual directions:

1. The following measures should be implemented to reduce the rate of increase in the prices of transport services:
 - change the principles of setting tariffs and gradually move to a new tariff system, reduce the number of correction coefficients, reduce the types of financing of railway transportation from all sides;
 - creation of a competitive environment in the field of railway cargo transportation by creating conditions for the establishment of private companies dedicated to freight transportation in railway transport, which have their own locomotives and wagons;
 - increase the speed and reliability of transport services, increase the share of railways supplied with electricity to 55% by 2030. For this, it is necessary to provide electric power to 168 km of railway every year, and the amount of investments is 5.34 billion. should amount to dollars. 1.2 billion to upgrade locomotives and wagons until 2030. dollar investment is required;
2. Expansion of the network of multimodal transport-logistics centers in the regions to increase the economic efficiency of railway and road transport services through:
 - harmonizing the regulatory and legal basis, technical and technological regulations and standards of cargo transportation, intermodal and multimodal cargo transportation, logistics centers, transport-forwarding activities in accordance with international standards;
 - organization of an integrated information system to ensure the effectiveness of multimodal transportation;
 - it is necessary to form a national network of customs logistics centers, to ensure that transport-logistics operations in them are at least 3PL level.

Thus, increasing the economic efficiency of railway and road transport services will ensure the saving of all production and material resources, the acceleration of production, the reduction of transport costs and the development of economic sectors.

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