

# DEVELOPMENT OF ROAD TRANSPORT SERVICES IN UZBEKISTAN ANNOTATION

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## ABSTRACT

The article explores trends in road transport services development in Uzbekistan. The main problems in the market of automobile transport have been identified and scientific proposals and practical recommendations on their solution have been developed

**KEYWORDS:** transportation, transport services, road transport, innovation, services market, freight, freight turnover

## INTRODUCTION

Analysis of the current state of the transport services market in the world testifies to the steady growth of competition in this area. Today, only motor vehicles that have modern vehicles and ensure their efficient use are able to survive in the face of intense competition.

The transport system has a leading role in the innovative development of Uzbekistan's economy and is one of the promising directions for improving the level of socio-economic development. New markets in the provision of road transport services require finding new customers that are attractive for their particular advantages. One of the most important features of innovation is the expansion of the capacity of small transport enterprises.

Improving the national transport potential of Uzbekistan will reduce the cost of goods produced in all sectors of the economy and increase their competitiveness in exports. In world practice, the growth of the national economy was also determined by the level of development of the transport sector.

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## LITERATURE REVIEW

Many foreign and domestic scientists have done research to assess the role of the transport system in the economic development of the country and to increase its efficiency. Among them are I. A. Morozova<sup>1</sup>, L. B. Mirotin<sup>2</sup>, N. Tabakov<sup>3</sup>, M. A. Ikramov<sup>4</sup>, M. Kh. N. Irisbekova<sup>5</sup>, F. A. Samatov<sup>6</sup> and many others.

These studies show that the study of transport development patterns is important not only for the sector but also for other sectors of the economy. The main idea behind them is that any changes in the economy and social life will eventually be taken into account by the transportation system, as a result of which the cargo and passenger traffic are sufficiently taken into account.

According to academician N Tabakov, transport is a system that connects all sectors of the economy and the vital activities of the population, which is a system-forming infrastructure of socio-economic systems, which defines its goals and objectives<sup>7</sup>. Modern transport supplies billions of tons of raw materials and finished goods

annually, and billions of passengers, providing mass industrial production, deep division of labor, development of domestic and foreign trade, science and culture<sup>8</sup>.

## ANALYSIS AND RESULTS

Road transport plays a leading role in the transport system of the country due to the geographical location and peculiarities of socio-economic development of Uzbekistan. In 2018, this type of transport accounted for 92% of total freight traffic and 98.5% of passengers. Road transport accounts for about 10% of GDP, and 65-70% of road transport.

The structure of automobile transport enterprises operating in the Republic of Uzbekistan is changing from year to year. According to the statistics for 2018, there are about 9,000 transportation facilities in the country. It is worth noting that as a result of reforms implemented in the country in recent years to support and develop small business and private entrepreneurship, the share of private motor transport enterprises increased from 90.0% to 96.5%.

Private carriers with a growing market share in the road transport services market are quick to adapt to the transport services market, with 85-90% of their vehicles being used in small-scale and trunk trucks, as well as foreign-style minibuses and trunk buses, which are much better for passengers, although they have a longer service life. 64.8% of cars owned by legal entities are trucks. Own vehicles account for 35.2 percent of existing trucks, 26.2 percent of buses, 84.3 percent of minibuses and 94.5 percent of passenger cars<sup>9</sup>.

The total volume of cargo shipped across the country in 2018 increased 1.5 times in comparison with 2000. The analysis of the current state of the transport services market shows a steady increase in demand in this area (Table 1). Cargo transportation in the country is more than 92.0% of the total freight volume, and its importance is increasing as a result of the development of international economic relations.

Table 1  
Freight and turnover by types of transport in the Republic of Uzbekistan

	2000	2005	2010	2015	2016	2017	2018
<b>Delivery, mln</b>	<b>804,6</b>	<b>755,9</b>	<b>763,1</b>	<b>1 070,5</b>	<b>1 132,5</b>	<b>1 146,2</b>	<b>1 243,0</b>
transport, including:							
railroad	42,4	45,8	56,9	67,2	67,6	67,9	68,4
the car	701,2	638,6	652,5 )	943,3 )	1002,8 )	1 013,1	1 102,2
pipeline	61,0	71,5	53,7	60,0	62,2	65,1	72,4
air way, thous	15,2	6,2	29,5	24,6	26,5	26,4	13,1
<b>Freight turnover, bln. t-km</b>	<b>54,6</b>	<b>68,9</b>	<b>60,4</b>	<b>65,8</b>	<b>65,3</b>	<b>66,9</b>	<b>71,3</b>
transport, including:							
railroad	15,0	18,1	22,3	22,9	22,9	22,9	22,9
the car	8,9	13,8	9,1 *)	12,8 *)	13,3 *)	13,6	14,6
pipeline	30,6	36,9	28,9	30,0	28,9	30,2	33,6
air way, mln. t-km	120,1	97,8	168,0	131,1	132,2	156,9	123,5

The volume of cargo transportation in the market of transport services of the republic has been increasing in recent years. For example, the increase in freight turnover by automobile transport increased 2.2 times due to the increase in the average carriage distance from 8.9 km in 2000 to 14.9 km in 2000.

We can observe high growth rates in the passenger transportation services market. At the same time, the volume of passenger transport by 2018 will reach 5,951.5 million. people, passenger turnover - 135.3 billion km. Their share in the total transportation system was 98.3% and 89.8%, respectively (Table 2).

Table 2  
Passenger transportation and passenger turnover by types of transport

	2000	2005	2010	2015	2016	2017	2018
<b>Passengers carried, million p.</b>	<b>3 595,9</b>	<b>3 962,4</b>	<b>4 072,0</b>	<b>5 380,0</b>	<b>5 560,4</b>	<b>5 679,0</b>	<b>5 951,5</b>
transport, including:							
railroad	14,6	15,1	14,5	20,1	20,5	21,1	22,1
the car	3 284,7	3 796,4	3962,6 *)	5293,2 *)	5480,8 *)	5 591,3	5 852,8
trolleybus	77,1	16,8	1,6	0,8	0,8	0,5	0,5
tram	92,4	43,3	25,8	11,4	2,7	2,3	4,4
metropolitan area	125,7	89,9	65,6	52,3	53,5	61,6	69,1
airline	1,5	0,9	1,9	2,2	2,1	2,2	2,6
<b>Passenger turnover, bln. passenger-km</b>	<b>30,9</b>	<b>46,2</b>	<b>83,8</b>	<b>120,1</b>	<b>126,0</b>	<b>130,0</b>	<b>135,3</b>
transport, including:							
railroad	2,2	2,1	2,9	3,8	4,0	4,3	4,3
the car	23,3	38,6	74,5 *)	109,1 *)	114,9 *)	117,7	121,6
trolleybus	0,3	0,1	0,02	0,02	0,02	0,01	0,02
tram	0,3	0,2	0,1	0,04	0,01	0,01	0,03
metropolitan area	0,9	0,6	0,5	0,4	0,4	0,5	0,5
airline	3,9	4,6	5,8	6,8	6,7	7,5	8,8

From the above analysis we can see that the country has sufficient system for the development of the transport services market, transport enterprises and their logistics, road infrastructure and transit complexes.

Due to a number of factors affecting the process of transport services in the Republic, high costs lead to an increase in export costs and an increase in the cost of goods produced in the national economy.

According to the researchers, the growth rate of the economy is largely dependent on the dynamics of the volume of transport services. In particular, maintaining a steady 8% GDP growth should be accompanied by an annual growth of 10%<sup>10</sup>.

## CONCLUSIONS

It is necessary to reform and further improve the institutional mechanisms for regulating the transport industry to scientifically address the major problems that have been derived from the analysis. In particular, it is necessary to implement the following tasks along with the introduction of new forms and methods of development of the transport and logistics services market:

- national carriers not only expand and modernize automobile transport enterprises, but also, in the future, to increase national carriers by national companies to develop a national transport and logistics system aimed at meeting the demand for appropriate services by local manufacturers and creating conditions for their qualitative growth;
- Creation of an open system of licensing and certification of cargo carriages, as well as the critical examination of the feasibility of various permits, reducing the rates of the state duty for their registration and increasing their validity;
- revision of the mechanism of pricing domestic and customs payments for imported trucks for the purpose of accelerated modernization and renewal of automobile transport enterprises, etc .;
- Improvement of development processes of transport and logistics services market, creation of multimodal transport and logistics centers, creation of innovative model of “land and air cargo” transit through the territory of Uzbekistan with the purpose of more effective use of the country's transit and transit potential;
- improvement of the system of institutions responsible for the development and implementation of a single transport policy. The sector is currently managed by the Cabinet of Ministers, several state agencies and monopolistic companies. The sector management system is too grated, resulting in a narrow departmental approach to the development and implementation of transport policy.

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