



IMPROVING THE NEEDS OF ECONOMIC SECTORS FOR TRANSPORT SERVICES ON THE BASIS OF NATIONAL STANDARDS

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Article history:	Abstract:
<p>Received: 6th August 2021 Accepted: 6th September 2021 Published: 7th October 2021</p>	<p>In the context of the geographical location of the country and limited access to direct sea routes, land transport, ie road and rail transport, plays an invaluable role in increasing the economic power, export and tourism potential of the country. In 2020, 95.5% of total cargo (1316 million tons) and about 60% of cargo turnover (40057.2 million tons), 99.2% of passenger traffic (5199.1 million passengers) and 97.2% of passenger turnover (113380.4) passenger km) account for the contribution of these modes of transport.</p>

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We all know that today, under the direct initiative and leadership of President Sh. Mirziyoyev, a large-scale work is being carried out to develop the transport and communication networks of the Republic and expand the transport and transit capabilities of our country.

In the context of the geographical location of the country and limited access to direct sea routes, land transport, ie road and rail transport, plays an invaluable role in increasing the economic power, export and tourism potential of the country. In 2020, 95.5% of total cargo (1316 million tons) and about 60% of cargo turnover (40057.2 million tons), 99.2% of passenger traffic (5199.1 million passengers) and 97.2% of passenger turnover (113380.4) passenger km) account for the contribution of these modes of transport.

While meeting the needs of the economy in transport services at the level of demand ensures the competitiveness of our national producers in the domestic and foreign markets, the provision of safe, affordable and convenient transport services to the population is one of the important areas of social support.

In this regard, the Tashkent State University of Transport has launched a series of measures aimed at training highly qualified personnel based on the needs of consumers in the transport and road sector, the organization of higher education in accordance with current and future development requirements of enterprises and organizations. measures are being taken.

In today's conditions requiring innovative development of the economy, the provision of all types of transport and logistics services to the population and sectors of the economy, safe, high quality and affordable, effectively organizes the operation of all modes of transport and services in the country requires.

This is primarily due to the system of training, research and innovation in the transport sector. Today, there are urgent problems and shortcomings in creating an integrated system of training for the industry, conducting fundamental, applied and innovative research and implementing their results in cooperation with stakeholders through the effective integration of science, education and industry, in particular:

First, in recent years, the country has been implementing large-scale reforms aimed at modernizing the transport infrastructure, technical and technological development, increasing the volume of transit traffic. First of all, it is planned to develop a comprehensive strategy for the development of the national transport network that meets international requirements and standards, as well as to ensure the widespread integration of this strategy into the international transport system, taking into account the export of local producers to regional and global markets.

Formation of new transport and transit corridors to attract additional freight flows in Central Asia, creation of a network of international logistics centers, improvement of effective use of foreign ports to develop the transport and logistics potential of the region, South and Southeast Asia in Central Asia, Europe, Middle East and the creation of a single integrated hub that will serve as an important transit route connecting the countries of the Middle East is of great importance for our region.

This includes participation in international transit cargo transportation from Uzbekistan to the Asia-Pacific region and from China to the Indian Ocean ports (Pakistan, India), the European Union, Russia, the Caucasus to the Indian Ocean ports (Pakistan, India), Uzbekistan - Turkmenistan - Iran - The creation of a new transport corridor in Oman, as well as the implementation of new promising projects in Central Asia, will allow to combine efforts to consider the application of uniform tariffs for transit freight through the regions of Central Asia.

It should be noted that the Uzbek-Kyrgyz-Chinese railway construction project will expand trade and economic relations between all other Central Asian countries and China. This railway will become one of the shortest routes for the transportation of Chinese cargo to European countries by creating opportunities for transportation of goods from China to Eastern Europe and the Middle East via Kyrgyzstan and Uzbekistan, and will serve the development of transport and logistics infrastructure throughout Central Asia.

Today, the use of a promising transport corridor to access the Indian Ocean via Afghanistan and Pakistan will double the international transport and transit potential.

The main problem in this regard is that the scientific potential of our University is not used effectively in the implementation of research on the organization of promising international transport corridors.

Second, today in Uzbekistan there are 2,300 road transport companies, which have 35,000 trucks at their disposal, of which 160 companies, 2,078 trucks are engaged in international transportation, and less than 1% meet the requirements of Euro-5. Spiritually obsolete cars are also used in road transport. In particular, 47.3% of used trucks have been used for more than 15 years.

It is necessary to use new cars in the transportation of goods by road, to provide benefits to companies and vehicles engaged in international transport, to develop effective mechanisms for their state support abroad.

As a result, the country's export-import, transit and investment potential will increase. It will also reduce operating costs, increase safety and ease of use due to the amount of toxic gases emitted into the environment, noise and fuel, fuel and spare parts.

Third, the World Bank's LPI index for logistics efficiency fell from 99th place in 2018 to 117th place in 2020. The LPI index reflects the ease of delivery of products and the state of trade logistics at the national and international levels. It is based on 6 factors: customs efficiency, infrastructure quality, simplicity of international transportation, logistics coverage, compliance with cargo tracking and delivery deadlines, and more. **To increase the "Logistics Efficiency Index" of the Republic of Uzbekistan requires the development and introduction of science-based methods to improve conditions. In this regard, we need to form a creative group at the University with the appropriate scientific potential, and at the next stage we need to address the issue of information and financial support from the relevant organizations.**

Fourth, at the meeting "On measures to further develop public transport in Tashkent and the regions" chaired by the President of the Republic of Uzbekistan Sh.M.Mirziyoev on November 30, 2020, only 4.4 million or 22% of about 20 million passengers a day across the country This figure is even lower in Andijan, Kashkadarya, Namangan, Khorezm, Samarkand, Fergana, Bukhara and Tashkent regions. 1,200 villages are not covered by public transport on the route to the district center[1-3].

Paragraphs 17-18 of the statement of the meeting set the task to develop draft Master Plans for improving the system and infrastructure of public transport in medium and large (30) cities with the involvement of potential experts of the Tashkent State Transport University.

In cooperation with the Ministry of Transport of the Republic of Uzbekistan, the University and other relevant organizations, the technical tasks for the development of the draft Master Plan and the schedule for their implementation have been developed[4-5].

In order to fulfill the set tasks, a Cooperation Agreement was signed only between the khokimiyats of Termez and Navoi and Tashkent State Transport University. More than 50 University professors and researchers as well A group of experts consisting of more than 10 experienced foreign specialists has been formed, and in collaboration with leading specialists of the Regional Transport Departments, work has begun on designing the Master Plan for Improving Public Transport Systems and Infrastructure in Namangan and Termez.

However, under the Agreement, 30% of the agreed funds were to be transferred to the University account as prepayment, but to date these funds have not been transferred. Nevertheless, the creative team of the University is carrying out all the work planned so far in the calendar plan.

Involve the creative team and a team of foreign experts in the development of the draft Master Plan, purchase of hardware and software for the organization of their business trips, other research related to the development of transport and passenger flows and infrastructure, the draft Master Plan. I ask the Heads of Departments and officials to provide practical assistance in the transfer of funds to the account of the University on the terms specified in the Agreement to ensure the timely implementation of the deadlines set by the President.

The following programs are provided within the framework of the draft master plan:

- ▶ Forecasting the main indicators of passenger transport activity in 30 cities by 2030;
- ▶ SCO park development program (all types of transport, enterprises of various forms of ownership, vehicles, service enterprises and financial sources of their organization in the section of existing and newly established routes);

- ▶ SCO infrastructure development program (street networks, intersections, stations, ITT, traffic lights and road signs, parking lots, bicycle lanes, etc.);
- ▶ SCO informatization program (single electronic platform for passenger transport services, centralized dispatching system, electronic payment system, "online" information exchange system between SCO operators and passengers).

Implementation of the project will yield the following results:

- ▶ Achieving an increase in the coverage and efficiency of urban public transport;
- ▶ Achieving a reasonable ratio of public-private partnership by increasing the attractiveness of each optimized and newly opened areas for investors;
- ▶ Achieving guaranteed and quality transport services in the required volume, affordable prices due to the automated system of organization and management of transportation processes, mobile applications, smart stations, outsourcing and insuring operations of local operators;
- ▶ Eliminate the impact of corruption and the human factor in the process of regulating and evaluating the quality of activities and services of SCO operators;
- ▶ Creation of more than 200,000 new jobs, etc.

Fifth, to date, the country does not have state standards for the organization of public transport, very few remain in the form of UzSSt (State Standard of Uzbekistan), the existing ones remain in the form of UzSSt (State Standard of Uzbekistan), do not take into account the specifics of transport processes. It is necessary to develop the status of UzSSt (State Standard of Uzbekistan), taking into account the specifics of Uzbekistan.

This increases the ability to regulate the work of public transport.

Sixth, the number of people killed and injured in traffic accidents in Uzbekistan is several times higher than in developed countries compared to the population and the number of vehicles. In his report on the 26th anniversary of the adoption of the Constitution of the Republic of Uzbekistan, President of the Republic of Uzbekistan Sh. Mirziyoyev "... In Calgary, Canada, where there are more than 1 million vehicles, 10 people have died in car accidents in the first 10 months of this year. Compare for yourself: in our country, where there are more than 2.5 million vehicles in total, more than 1,600 people were killed in car accidents during this period. Isn't this a great tragedy, a great loss?" he said. This, in turn, indicates that there are many problems that need to be addressed in the organization of traffic[4-6].

Given the following:

- Wide introduction of intellectual means in the organization of traffic;
- Transfer of tests for obtaining a driver's license to the STC;
- abolition of the obligation of students to study in driving schools;
- It is necessary to take into account and give preference to public transport in the flow of traffic in the operating modes of technical means of traffic management.

In short, it is necessary to further develop the cooperation of relevant organizations with the University in the development and implementation of science-based proposals to improve the organization of traffic. As a result, the number of traffic accidents, fatalities and injuries, traffic congestion and emissions of toxic gases into the environment will decrease.

Seventh, among the modes of transport today, road transport is the mode of transport that pollutes the environment with the most toxic gases. In our country, there is no control over the amount of toxic gases emitted into the environment by road.

It is necessary to develop a standard for the amount of toxic gases emitted into the environment by vehicles and a mechanism to control it. As a result, the environment is cleaned up. People live longer.

Eighth, among the tasks set by the Resolution of the President of the Republic of Uzbekistan dated May 4, 2020 № PD-4703 "On measures to radically improve the system of training in the transport sector" to radically improve the system of training highly qualified personnel for the transport sector The issues of improving the quality of training on the basis of expanding the participation of enterprises in the educational and practical processes, the creation of the necessary conditions for students of Tashkent State Transport University to undergo internships in the enterprises of the sector.

Today, in order to prevent the spread of the virus and its consequences in the context of the Kovid-19 pandemic, from April 26 this year, students of the 1st, 2nd and 3rd stages of the University were transferred to online distance learning until the end of the academic year.

In order to ensure the full and quality implementation of the above tasks, we ask the Regional Transport Departments and their enterprises and organizations to conduct summer internships at the permanent residence of our students and provide them with practical assistance in appointing managers responsible for production.

In turn, the professors appointed by the University as interns will provide students with online consultations on internships and provide them with the necessary teaching materials.

Ninth, to ensure the implementation of the Decree of the President of the Republic of Uzbekistan dated February 1, 2019 № PD-5647 "On measures to radically improve the system of public administration in the transport sector" and February 1, 2019 № PP-4143 "On the organization of the Ministry of Transport" We need to improve the skills of personnel in the field of transport and organize their retraining at the required level. **To date, there is no**

single state requirements for training and retraining of personnel in the transport sector. In this regard, the University is ready to work closely with interested organizations. Today, our University has all the conditions for the organization of training courses in new areas of the industry - "Transport Logistics", "Agrologistics", "Multimodal and International Transportation", "Supply Chain Management" and "Intelligent Transport Systems".

It is no exaggeration to say that the problems we have to solve above are a view of the underwater peak of the iceberg. However, we have enough conditions and potential for you to find and solve them. This, in turn, is an important impetus for improving the quality of training in the transport sector, the systematic development of research and innovation, increasing the transport and transit, export and tourism potential of the country, developing a market for cheap, reliable and safe transport and logistics services. It is safe to say that it will serve.

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