Road Transportation Services in Uzbekistan - it is an Integral Part of the Transport Service

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A B S T R A C T

This article explores the features of the importance of road freight transport for the economy of Uzbekistan, the impact of the economy and transportation, the scope of road transport.

A R T I C L E I N F O

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Today, in order to radically improve the system of public administration in the field of transport, increase the investment attractiveness and export potential of the country, ensure the strategic development and sustainable functioning of transport communications, as well as the Action Strategy for 2017-2021. Among the 7 directions outlined in the Development Strategy of New Uzbekistan for 2022-2026, one of the goals set in the direction of "Accelerated development of the national economy and high growth rates" is "Unification of all types of transport, development of the transport system, large cities, based on daily traffic, between being able to reach and return to your destination. Transport services are one of the important conditions for the development of the city's economy.

If we consider this process on the example of the city of Tashkent, it is clear that there are many problems in this area. Research shows that today in Tashkent, many buses are outdated, central stations are closed, and routes are not effectively connected, which creates an inconvenient service environment for the population.

According to the data, over the past five years, from 2017 to 2021, the population of the capital has increased by 300 thousand people, its territory has expanded and more than a million people visit it daily. It should be noted that currently 350 buses have been in operation in Tashkent for more than 10 years, and 393 buses are in short supply.

In accordance with the instruction of the head of state, in order to effectively solve such problems, it was noted that, in addition to budgetary and other sources, it is necessary to develop the industry on the basis of public-private partnership.

Based on the instructions of the President of the Republic of Uzbekistan Sh.M. Mirziyoyev, it was noted that in the future public transport in all regional centers will be improved based on the experience of the population, place of residence, development, development experience and a scientific approach.

The problems of developing the sphere of transport services and increasing its efficiency were studied in detail by a number of foreign economists and various opinions were expressed.

In his study, the American expert A. T. Kearney pointed out that the level of the road transport system in the developed countries of Western Europe is not the same for companies and emphasized the need for in-depth research in this regard.

According to D. Bowersox, he paid special attention to the problems of organizing multimodal and intermodal transportation, including the advantages and economic efficiency of organizing freight transportation compared to traditional methods. At the same time, the author focuses on the transport and logistics infrastructure, including transport networks, vehicles and transport companies.

A.L. Nosov. The problems of organization and proper functioning of international transport and logistics systems in modern conditions are studied. The prospects for the development of multimodal freight transportation are highlighted, indicating directions for improving the organization of mixed foreign trade in international traffic.

In his work, S. M. Rezer considers models and problems of managing regional transport systems in the face of change. The methods of interaction between modes of transport in the production and transport system of the country, the methodology for forecasting the market for transport operations and the principles of planning the loading of roads are fully analyzed.

The sustainable development of the economy and foreign trade, the improvement of the welfare of the population of Uzbekistan cannot be ensured without the systematic and rapid development of transport and infrastructure.

Road transportation services - satisfy the needs of members of society, create conditions for the economic growth of the country, while solving important issues related to improving the welfare of the population, improving working conditions and the standard of living of people. At the same time, road transport services have a direct impact on the growth of production efficiency and are directly related to the real sector of the economy, which forms the state and growth rate of this structure.

In the case of trucks, this is an integral part of the transport service, which requires structures that perform the function of transporting any complex road transport. From the point of view of the system, literally, the truck is the backbone of the economic system, one of the internal structures in which services are involved.

At present, Uzbekistan is a party to nine international conventions and two international agreements regulating road transport, bilateral intergovernmental agreements regulating international road transport have been signed with 26 countries in Europe, Asia and the CIS.

The rapid development of the transport sector has a direct impact on the sustainable growth of freight transport services. Passenger, including cargo, is carried out by various modes of transport, including: air, land, water transport. The popularity or demand for road transport will depend on the geographical location of the country and climatic conditions, the level of economic development, national traditions, social status and living standards of people, and other factors.

Each type of road transport has its own advantages and disadvantages, which are determined by historical development, technical, economic and environmental indicators, but all types of transport systems have one main goal - the complete satisfaction of consumers in the provision of transport services. Therefore, it can be characterized as a set of services designed to provide transport services to consumers, primarily road transport, and the fastest and most convenient transportation of their goods from one place to another.

Uzbekistan, which has a high share of transport costs in the cost of export contracts, is a country directly dependent on the development of its own transport infrastructure.

Over the next five years, Uzbekistan will pay special attention to this area and attract $14 billion in investments in the transport sector, road construction and other areas through public-private partnership projects.

At the same time, the Republic of Uzbekistan plans to increase economic growth by 1.5 times and increase GDP by 100 billion soums in the next five years. It is also planned to increase industrial production by 1.4 times. The export potential of the country will increase by 1.7 times to 30 billion in 2026. Dollars. The share of raw materials in exports will decrease by 23%, while the volume of finished products will increase by 2.5 times.

According to preliminary estimates, the total volume of cargo transportation in the country will increase by 1.4 times, and the volume of international cargo transportation (excluding pipelines, including export, import and transit) will increase by 1.6 times.

In this regard, the formation of international transport corridors in Uzbekistan, the digitalization of logistics chains, includes the movement of goods and vehicles through border checkpoints, the reduction of barriers to international deliveries, the optimization of transport and other costs at a contractual cost, an increase in the speed of delivery. The Bank's LPI (Logistics Performance Index) prioritizes improving country performance.

In particular, it should be noted that in accordance with the Decree of the President of the Republic of Uzbekistan dated August 19, 2021 "On additional measures to support road transport" No. PP-5225, the following vehicles are not older than 7 years. When imported into the Republic of Uzbekistan, zero rates of customs duties, recycling fees and fees for the purchase of vehicles:

- vehicles that meet the requirements of "Euro-5" and above the environmental category (codes TIF TN 8701 20, 8704 22 (except for dump trucks);
- Trailers and semi-trailers (TIF codes TN 8716 31, 8716 39).
- Until January 1, 2025, the following vehicles that have not been produced in the European Union for more than 7 years are exempted from mandatory certification when imported into the Republic of Uzbekistan:
- Trucks and special vehicles that meet the requirements of "Euro-5" and above the environmental category;
- Trailers and semi-trailers used for road transport.

It should be noted that such benefits in the field of road transport open up new opportunities for transport services in the country.

These measures will increase the share of road transport in the export and import of goods to the republic, improve the quality of services. 3 and 4 allow you to improve the PL level. This will increase the demand for trucks, provide qualified personnel and bring services in line with international standards.

According to the results of the study, it should be noted that the main directions for the development of motor transport services are:

- Rational and efficient use of available resources in the development of road transport infrastructure;
- Digitalization of motor transport services;
- Creation of a new logistics management system;
- financing of investments, innovations;
- Modernization and diversification;
- Economic justification of the market of motor transport services;
- formation of a regional cluster of motor transport services;
- Training of qualified specialists in this field.

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