
**ASSESSMENT OF THE LEVEL OF DEVELOPMENT OF
ENTREPRENEURIAL ACTIVITY IN THE TRANSPORT SECTOR OF THE
REPUBLIC OF UZBEKISTAN**

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Abstract:

Freight transport and the work of the entire national economy are more closely connected than the connection between passenger transport and other sectors of the national economy, since the formation and increase of tariffs for passenger transportation does not affect the overall dynamics of GDP. In contrast to passenger transport, the demand of the population has little influence on the dynamics of growth in demand for freight transport services - it accounts for less than 4% of gross income from freight transportation. The bulk of business services in the freight industry comes from its three main industries - road, rail and aviation (as a result, they account for 89% of all transport revenues)

Keywords: entrepreneurship in the field of transport, transportation of goods and passengers, cargo service, road, railway and air transport, Total value of cargo transportation, transport system of the country.

Methods and Research

The methodological basis of the study is made up of fundamental concepts and provisions described in the scientific works of foreign and Uzbek scientists in the field of improving the system for providing transport services. The author also relies on the results of research by scientific teams in the areas of improving the system for providing transport services, studying the problems of the efficiency of using all types of transport in conditions of limited and unlimited access to them, the formation, use and development of new routes for the transportation of goods and consumption in the economy, data from government reports authorities and statistical information, legislative and regulatory legal acts, long-term development programs and reporting of Uzbek companies. During the research process, various methods and tools of functionally oriented search, economic and statistical analysis, forecasting and modeling were used.

Literature Analysis

Classic economic theories and modern concepts for the development of transport services in the context of global geopolitical challenges and crisis situations are actively discussed in relation to various industries and economic sectors activities, and primarily those that are strategically "breakthrough" for ensuring the national interests of the

country. The key issues in discussions for several decades have been models of transportation and cargo transportation. The problems of forming a model for the transportation and transportation of goods are associated with the need to improve the cost mechanism, resource supply models - with the development of logistics activities and its efficiency. Logistics, as one of the most important areas of economic science, studies the patterns and principles of the flow organization of economic matter and from the point of view of the development of these patterns and the principles of its "integration" Ania" into modern models (theoretical and organizational-practical) of innovative entrepreneurship is of scientific interest.

As the key obstacles, U. Baumol had in mind1: firstly, heterogeneity associated with the attribution of innovations to non-standard products;

Secondly, uncertainty and inconsistency in describing entrepreneurship and developing its formal optimization models that do not allow the use of simple mathematical forms. Formal optimization is limited and is an "inconvenient" tool for analyzing innovative entrepreneurship.

Analysis and Results

The basis for the development of entrepreneurship in the field of transport in each region of the Republic of Uzbekistan is the level of development of the entire transport system, which has all modern types of transport, carries goods and passengers. Let's analyze the statistical data on the activity of the transport services system in the Republic of Uzbekistan. The report data of the State Statistics Committee of the Republic of Uzbekistan for the last 5 years allows to assess the distribution of industrial services of passenger transport.

The greatest demand for them is shown by management (41-42%), trade (21-22%), other market services (10-11%), transport itself (4-5%). Among all branches of industry, oil and gas (5%) and mechanical engineering (2%) occupy the most important place[1]. At the same time, a significant part of passenger transport services (16 - 17%) is aimed at satisfying production needs. Despite the fact that passenger transportation is important for the economy of Uzbekistan, cargo transportation is a priority from the point of view of the transport industry itself. The revenue from cargo services is almost 5 times higher than the revenue from passenger services. For many goods, the transport margin is a very important part of the market price and is the most important reason for forming the final price of goods in one or another area.

The share in the total value of cargo transportation is distributed in the following order: natural gas (about 27%), construction materials (16%), agricultural products - (15%), oil products (6%), coal (5%). Other branches of industry include food industry (5%), machine building (4%), chemical and petrochemical industry (4%), ferrous metallurgy (4%). Thus, the internal demand for cargo transportation services is largely determined by the demand for industrial production, their network structures and the demand for these services, and consumers of industrial products. The export of cargo transportation

services makes up about 14% of their total value in terms of value. For certain types of transport, different sectors have a great influence on their development.

The largest revenues in rail transport are petroleum products and coal (14 each), construction materials (13), ferrous metallurgy products (11), machine building (10), chemical and food industry (7 each %) has a share. Road transport is dominated by construction materials (38%), food industry products (8%), wo In addition, road transport covers almost all of the population's final demand for freight. Air transport is dominated by light industrial products (44%), food (25%) and engineering products (6%). Entrepreneurship in the field of transport is characterized by the relative stability of the share of people employed in industry in the total number of people employed in the economy - in the following years, this indicator was 6.4-6.5 percent. Entrepreneurial activity in the field of transport is characterized by the relative stability of the share of people employed in industry in the total number of people employed in the economy - this indicator was 6.4-6.5 percent in recent years. The total number of people employed in transport today reached about 4300 thousand people and in the following years it increased by 70-80 thousand people per year.

od cargo (7%), and light industrial products (6%).

Passenger and freight transportation in Uzbekistan does not have any negative impact on the development of the country's economy, on the contrary, they seriously fill the country's budget at various levels through payments in the form of taxes, duties, fees and fines. Road, rail, and air transport are able to meet the growing needs of the economy of our country without excessive difficulties for the transport system. The country's transport system is developing very quickly. Many types of the best foreign-made cars are available in the market, which creates a lot of competition in the automotive sector of the economy. One of the most negative consequences of the experienced market reforms implemented in the field of transport is the deterioration of transport services to the population located relatively far from the suburbs and large cities and regions (termination and shortening of some bus routes.)

In the medium and long term, the economy's ability to meet the growing demand for transport services remains satisfactory, as the supply of transport services currently exceeds the demand for transport services. Accordingly, the development of entrepreneurship in the transport sector will directly depend on the growth rates of the entire economy and the needs of the national economy. The most important, complex and responsible task of the state regulation of the development of entrepreneurship in transport is the reconstruction of existing highways and the construction of new ones, the development of new programs for the support and development of entrepreneurship in transport.

Unfortunately, at present, there are no reliable forecasts for the development of the production sector of our country, not only for the long-term, but also for the medium-term perspective. Therefore, an independent analysis was conducted to predict positive changes in the structure of production, which will affect the development of transportation of goods in transport and the development of entrepreneurship in the

field of transport, respectively. In January-October 2023, according to estimates, the transport turnover is 3965.6 million ton-kilometers, including railway - 1602.3 million, automobile - 167.2 million, air - 2.4 million, pipeline - 2080, It was 6 million tons.

The growth rate of demand is much lower than supply, which in turn leads to weak growth in proportion to inflation or even stagnation of price growth (in the transport sector it is manifested by the increase in the prices of fuel, spare parts, transport services, drivers' wages, etc.), as a result of which in transport there is a low profitability of business activity. On the other hand, the state creates an additional burden on businesses that are on the verge of profitability by increasing the tax base, for example: VAT increased from 18% to 20%, as well as in intercity road transport, the indexation of service prices was about 10% (this is 1% price per year equal to growth), which indicates that the profitability of business activities in the transport sector has decreased.

Table 1. Dynamics of traffic turnover in 2022-2023.

№		Million t/km	B%	
			Compared to the same period last year	In the past
2022 йил				
1.	January	386,0	104,1	97,5
2.	J February	357,7	101,1	92,7
3.	March	1140,8	102,7	111,0
4.	1st quarter	1140,8	102,7	96,8
5.	April	383,1	101,9	96,5
6.	May	397,1	104,2	103,6
7.	June	380,3	103,0	95,8
8.	June by the II quarter	2301,3	102,9	
9.	July	383,5	101,5	100,9
10.	August	392,0	101,7	102,2
11.	September	386,0	102,0	98,5
12.	by the III quarter	1161,5	101,7	100,1
13.	October	406,9	102,8	105,4
14.	November	395,3	102,0	97,1
15.	December	409,4	103,5	103,6
16.	IV quarter by the	1211,5	102,8	104,3
17.	year	4674,4	102,5	
2023 йил				
1.	January	382,6	99,1	93,5
2.	February	368,0	102,9	96,2
3.	March	409,8	103,2	111,4
4.	by the first quarter	1160,4	101,7	95,8
5.	April	390,8	102,0	95,4
6.	May	407,7	102,7	104,3
7.	June	389,8	102,5	95,6
8.	by the second quarter	1188,4	102,4	102,4
9.	July	401,8	104,8	103,1
10.	August	405,1	103,3	100,8
11.	September	395,5	102,5	97,6
12.	by the third quarter	1202,4	103,5	101,2
13.	October	414,4	101,9	104,8

The system-creating role of the transport system, which is a component of the development of socio-economic changes, is increasing. In general, transport today meets the demand for cargo and passenger transportation. Therefore, despite the general adaptation of transport to the market conditions, the current state of the transport system cannot be considered satisfactory, and its level of development is considered sufficient for business in this sector of the economy.

The mobility of the population of Uzbekistan is approximately 2.0 times lower than that of developed foreign countries. The low demand associated with the low solvency of the population (due to the slow growth of the country's economy) prevents the development of a single economic space and the growth of personal mobility of the population. Due to the insufficient technical level of the transport system, the insufficient development of the infrastructure and road network, the accumulated backwardness in the field of transport technologies, the excessive bureaucracy of state bodies, the demand for high-quality transport services is not fully satisfied, the reason is that in accordance with the law, it is necessary to coordinate and obtain licenses for the performance of certain types of transport business.

The potential to increase the volume of the gross domestic product due to the export of transport services is not fully realized, because the transit potential of the Republic of Uzbekistan is not developed. The possibilities of local carriers in the world market are lagging behind foreign partners.

Over the last ten years, the transport complex of Uzbekistan has been fundamentally reformed. The main part of the activities of the enterprises of the transport complex is carried out by non-state-owned organizations. Their share ranges from 73% to 95.8% (excluding passenger motor transport enterprises, the main part of which belongs to state and private enterprises, that is, about 90%).

The share of non-state owned organizations in passenger transport was 91% in road transport, 14% in air transport, and 74% in railway transport. The process of development of entrepreneurial activity in the transport sector of the economy sets fundamental tasks for the state to approach the country's transport system with care and responsibility.

Reforms in the field of transport should be further improved and directly implemented in our Republic:

- programs to support and develop entrepreneurship in the field of transport;
- continuous development of the road network and roadside infrastructure, coverage of new regions of the country with high-quality road and railway networks;
- development of small aviation; - wider use of opportunities for international trade relations and export of transport services, further expansion of participation in international corridors; - development of engineering. These steps are necessary for the development of entrepreneurship in the transport sector and for the development of the entire transport system of the country.

Conclusions and Suggestions

In the world practice, the use of transportation services outsourcing in the activities of transport companies serving the transportation of cargo and passengers, the creation of logistics infrastructures (vehicles, warehouses, service facilities, TIR fleet and terminals) to increase the level of service of logistics companies to cargo and passenger transport enterprises in the regions, scientific research is being carried out in areas such as reducing management costs by digitizing the activities of logistics companies providing services in cargo and passenger transportation, using a large-scale technological scheme in logistics companies' cargo transportation. In turn, it is necessary to study the importance of logistics management in the development of cargo and passenger transport capacity in the world countries.

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