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DEVELOPMENT OF THE TRANSPORT POTENTIAL OF THE ECONOMIC REGION

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Abstract
Transport potential is one of the indicators determining the level of development of the region. Transport services have a direct impact on the size of the region's gross domestic product. In this article, the transport potential of the region in the northern part of the republic, its current state and directions of development were shown. In the article, an algorithm for evaluating the transport potential of the economic region was developed. Proposals have been developed that lead to the development of the transport potential of the region and the increase in the volume of transport services.

Keywords: Transport, terminalistics, service, resource.

Introduction

It is the activity of the transport system of the region. Areas of assessment of transport potential provide an opportunity to increase the efficiency of its activity. Therefore, it is necessary to systematically determine the factors affecting the assessment of transport potential. One of the necessary conditions for the development of transport activities based on modern technologies is the creation of an improved transport infrastructure.

Analysis and result

There are different approaches to concepts such as "transport potential", "transport infrastructure", "transport system" in scientific sources.

V. A. Ruban defines the transport potential as a set of transport infrastructure capabilities aimed at meeting the demand for transport services of a certain quality level [3].

According to N.Yu. Sandakova, "the transport potential of the region is the transport resources (objects, systems and infrastructures), as well as the organizational mechanisms and processes of their use, which determine the possibilities of communication services for the socio-economic development of the region for its strategic goals"[2].

V. A. Ruban in his other scientific work, "The transport potential of the region is the general capabilities of the transport infrastructure of the region to meet the current and forecast demand for transport services of a certain quality level. The quality of transport service means its economic and spatial convenience in achieving technical and economic criteria: speed, reliability and price.

The assessment and analysis of the transport potential should include the description of the formed transport resources and directions for its improvement, which will allow to

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determine the strategic priorities of the investment development of the area. Transport potential reflects the possibility of the transport system of the region and its development. Russian scientist O. A. Freidman proposed a structure for analyzing the transport potential of the region, namely:

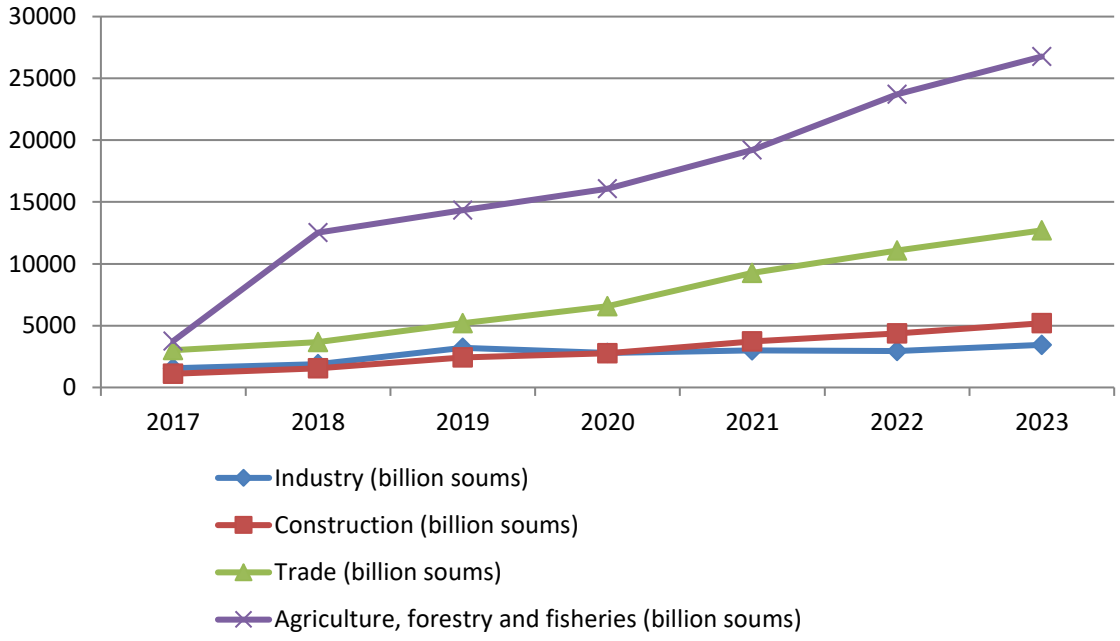
- the current state of existing modes of transport,
- passenger and cargo traffic analysis;
- the place of the region in the transport system of the country;
- participation in foreign trade turnover [1].

Based on the above points, the transport potential can be defined as "the transport potential of the region is the operational capability of the transport system, which has the ability to increase the opportunities that stimulate the development of the regional economic complex".

When assessing the transport potential of the region, the main factors affecting it should be taken into account.

- geographical location of the territory (city unit);
- climatic conditions;
- level of development of economic sectors;
- industry specialization of the region;
- current status of transport services.

Development of economic sectors of the Khorezm region



1th picture. Development of economic sectors of the Khorezm region

The reviewed data relate to the transport and logistics infrastructure of the region:

The volume of industrial production has increased more than 2 times from 1553.4 billion soums in 2017 to 3445.2 billion soums in 2023. This means an increase in the

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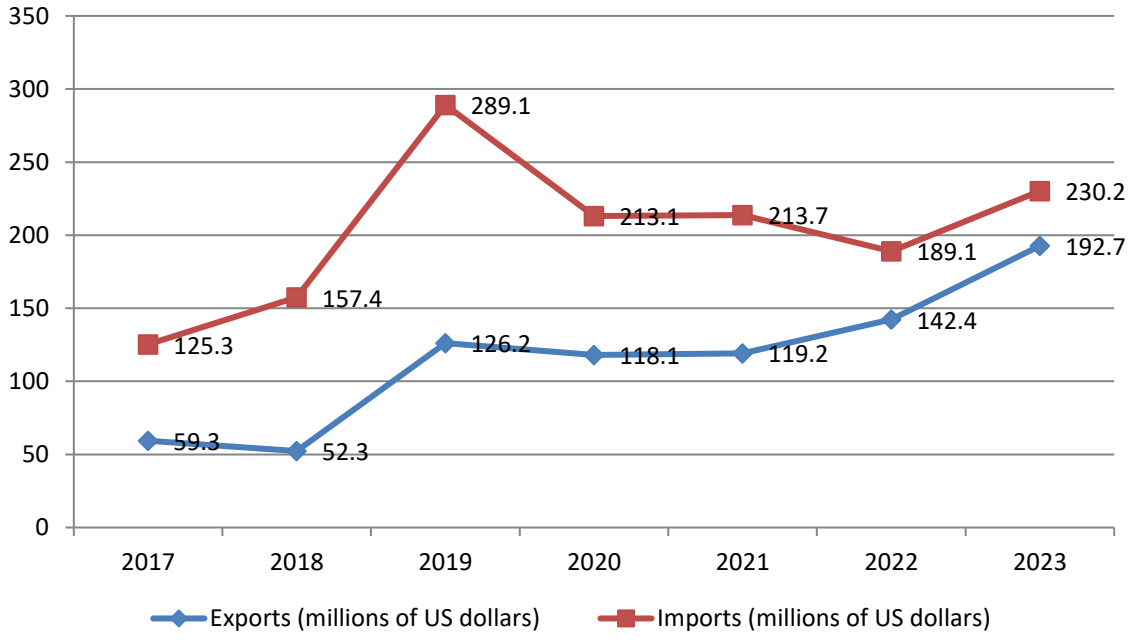
volume of goods produced, which requires improving the transportation of raw materials to factories and finished products to markets or export points, optimizing routes. In turn, this increases the need for warehouses, freight transport activities and improving roads in industrial areas.

Construction has increased from 1107.9 billion soums in 2017 to 5193.4 billion soums in 2023 - almost five times. The growth in construction is evidenced by the development of infrastructure, housing and commercial facilities, which increases the demand for the supply of construction materials and workers. This requires increasing the capacity of roads, creating access roads to new facilities.

Trade volume has increased more than fourfold, from 3011.7 billion soums in 2017 to 12706.5 billion soums in 2023. This reflects the growth of domestic trade, requires the expansion of distribution centers and door-to-door delivery, the development of urban transport, and the expansion of freight transport and public transport routes.

Agriculture has grown more than 7fold, from 3759.0 billion soums in 2017 to 26766.9 billion soums in 2023. Increased agricultural production requires transportation (including perishable goods), which increases the demand for refrigerated trucks and rural roads. This demand can be met by improving rural infrastructure and creating logistics centers.

Changes in export and import volumes



2th picture. Changes in export and import volumes

Exports increased from $59.3 million in 2017 to $192.7 million in 2023, and imports from $125.3 million to $230.2 million.

Increasing foreign trade requires the development of transport hubs (railway stations, customs terminals) and international transportation routes, optimization of logistics chains, and expansion of transport corridors.

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The creation of a network of terminals creates an opportunity to increase the transport logistics potential of the region.

Currently, terminalistics, that is, the practice of creating a network of terminals, is developing in global practice.

Terminalistics = logistics + terminal networks, terminal network logistics.

The main goal of terminalistics is conceptual and methodological support for the formation of a network of terminals for effective support of transport processes in the region.

Terminalistics is designed to become the functional support of logistics and its network, to provide it with methods and tools for solving the problems of placing a logistics center in supply chains, enriching, improving and expanding its boundaries.

In the process of formation and development of the terminal network, terminalistics solves a number of issues (Fig.1)

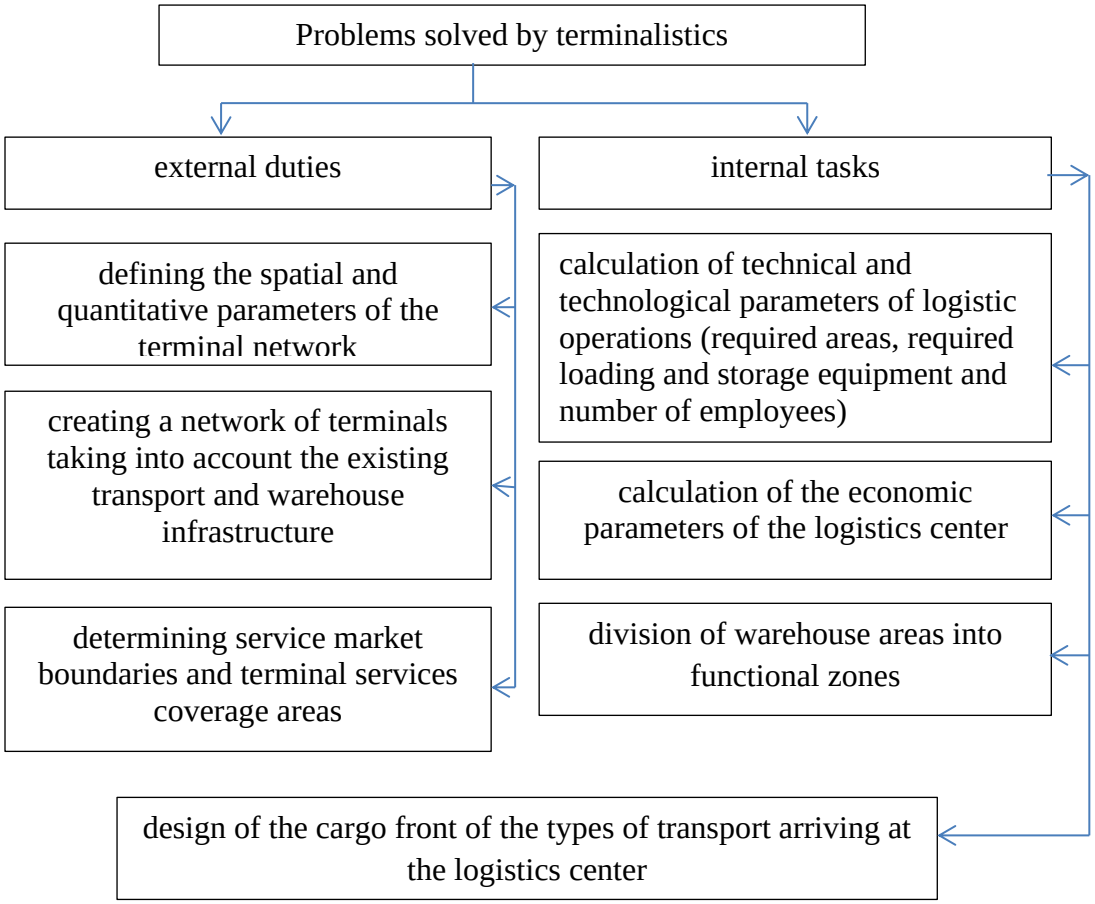

Fig.1. Problems solved by terminalistics(developed by the authors)

In order to increase the transport potential of Khorezm region, it is necessary to create a terminal complex near the large freight stations located in the territory of the region. The creation of a terminal system in freight transportation is of great importance in optimizing logistics processes, reducing costs and increasing transportation efficiency.

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The terminal system ensures the stability and competitiveness of the logistics system by centralizing cargo flows, coordinating the workload of vehicles and using modern technologies.

Optimal management of cargo flows reduces transportation costs and increases delivery speed, which increases customer satisfaction and the competitiveness of the system.

Some problems may arise when creating a terminal system:

High initial investments: Building terminals, equipping warehouses and introducing technologies require significant costs.

Infrastructure constraints: In some regions, road, rail or energy supply infrastructure may not be sufficient.

Personnel issues: There may be a shortage of qualified specialists to work in modern terminals.

The development of the terminal system in the Khorezm region requires a comprehensive approach that includes the following areas:

Reconstruction and expansion of existing terminals to increase throughput.

Introduction of modern technologies: automated management systems, digital platforms for cargo tracking, IoT solutions for monitoring the state of the infrastructure.

Cooperation with international training centers for training specialists based on world standards.

Development of an internship system at large international terminals to exchange experience.

Development of a transport network (road, railway and, if necessary, air) to integrate terminals into regional and international logistics chains.

Attracting investments through public-private partnerships (PPPs) to finance infrastructure projects.

Implementation of state support measures: tax incentives, subsidies for logistics companies developing terminals in the region.

These measures, along with the modernization of the terminal system, will increase the economic attractiveness of the region, create new jobs, and strengthen its position in the international arena.

Conclusion

The creation of a terminal system in freight transportation achieves high efficiency by optimizing cargo flows, efficient use of transport vehicles, reducing costs, increasing safety and ensuring environmental sustainability. The competitiveness and long-term profitability of the system will increase through modern technologies and public-private partnerships. In order to develop a terminal system in the conditions of the Khorezm region, it is important to modernize the existing infrastructure, study foreign experience and train qualified personnel

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