

ACADEMICIA: An International Multidisciplinary Research Journal

ISSN: 2249-7137 Vol. 13, Issue 10, October 2023 SJIF 2022 = 8.252

A peer reviewed journal

ACADEMICIA

ISSN (online) : 2249-7137

ACADEMICIA

An International  
Multidisciplinary Research  
Journal



Published by

**South Asian Academic Research Journals**

A Publication of CDL College of Education, Jagadhri

(Affiliated to Kurukshetra University, Kurukshetra, India)

**ACADEMICIA**

An International Multidisciplinary Research Journal

ISSN (online) : 2249 –7137

Editor-in-Chief : Dr. B.S. Rai

Impact Factor : SJIF 2022 = 8.252

Frequency : Monthly

Country : India

Language : English

Start Year : 2011

Indexed/ Abstracted : Scientific Journal Impact Factor (SJIF2022 - 8.252), Google Scholar, CNKI Scholar, EBSCO Discovery, Summon (ProQuest), Primo and Primo Central, I2OR, ESJI, IJIF, DRJI, Indian Science and ISRA-JIF and Global Impact Factor 2019 - 0.682

E-mail id: saarjournal@gmail.com

**VISION**

The vision of the journals is to provide an academic platform to scholars all over the world to publish their novel, original, empirical and high quality research work. It propose to encourage research relating to latest trends and practices in international business, finance, banking, service marketing, human resource management, corporate governance, social responsibility and emerging paradigms in allied areas of management including social sciences , education and information & technology. It intends to reach the researcher's with plethora of knowledge to generate a pool of research content and propose problem solving models to address the current and emerging issues at the national and international level. Further, it aims to share and disseminate the empirical research findings with academia, industry, policy makers, and consultants with an approach to incorporate the research recommendations for the benefit of one and all.

<b>SR. NO.</b>	<b>PARTICULAR</b>	<b>PAGE NO.</b>	<b>DOI NUMBER</b>
1.	<b>DIRECTIONS OF ECONOMIC DEVELOPMENT OF AUTOMOBILE INDUSTRY ENTERPRISES</b> Obidov Sarvarbek Muzaffar ugli	<b>1-7</b>	<b>10.5958/2249-7137.2023.00086.1</b>
2.	<b>THE CONTENT AND ESSENCE OF THE ECONOMIC SYSTEM OF THE REGION IN THE NATIONAL ECONOMY</b> Khursandov Komiljon Makhmatkulovich	<b>8-15</b>	<b>10.5958/2249-7137.2023.00085.X</b>
3.	<b>EVALUATION OF THE COST-EFFECTIVENESS OF THE TARIFF SYSTEM IN RAILWAY TRANSPORT</b> Amirov Nurislam Suvanovich	<b>16-22</b>	<b>10.5958/2249-7137.2023.00087.3</b>

## DIRECTIONS OF ECONOMIC DEVELOPMENT OF AUTOMOBILE INDUSTRY ENTERPRISES

**Obidov Sarvarbek Muzaffar ugli\***

\*Associate Professor,  
PhD.

Ministry of Preschool and School Education,  
UZBEKISTAN

Email id: sarvarbek.o1993@gmail.com

**DOI: 10.5958/2249-7137.2023.00086.1**

---

### ABSTRACT:

*In this article automotive industry The role of the modern concept of "integrated financial flow" in the effective use of the company's funds is revealed, and measures for its implementation are presented. improvement of the mechanism of effective use of investments in the machinery industry a number of problems have been studied and proposals for their prevention have been developed.*

**KEYWORDS:** *Industrial Enterprises, Efficiency, Industrial Enterprises, Factors, Machine-Building Network, Internal Capabilities, Main Production Capacities, Economic Mechanism.*

---

### INTRODUCTION

The importance of the automotive industry in the development of the state and society in the countries of the world is extremely large, and this industry is not only the determinant of the standard of living of the majority of the world's population, but it is the locomotive of the socio-economic development of countries where the automotive industry has developed over the years. Although the share of the automobile industry in the GDP of developed countries does not exceed 3%, it has a high weight in the development of direct industry and transport. However, in industrialized countries, the share of the automobile industry in GDP is 5% in the USA and France, 10% in Japan and Germany, 3-3.5% in Italy, Spain, Great Britain, and 2.5% in Russia.<sup>1</sup>

In the world, extensive scientific research is being conducted on the effective use of investments in the machine-building industry. In particular, special attention is being paid to carrying out research in areas such as the systematic organization of the machine-building network and the effective use of investments, as well as the evaluation of the economic efficiency of the development of the machine-building network. Taking into account the growing competition in the world market, it is important to organize the machine-building network of the industry in the country, fully satisfy the consumer demand, and effectively use investments in the network.

In Uzbekistan, the automotive industry is considered a rapidly developing new branch of the economy. In fact, the GM-Uzbekistan joint venture (JV), which is the only one in Central Asia and has the annual production capacity of 250,000 passenger cars in Asaka, has the annual production capacity of 3,000 trucks in Samarkand in cooperation with the world-famous German company "MAN". the launch of the new LLC "SamAvto" complex, the production of motor engines for passenger cars at the JV "GM Power Train-Uzbekistan" in the Tashkent region, the supply of

---



components to the above enterprises, the sale of motor vehicles, and the increase in the number of employees in the field is a clear evidence of the development of automobile industry enterprises.

## **Analysis Of Literature On The Topic**

Today, the main goal of improving the mechanism of efficient use of investments in the machine-building branch of industry is determined by the effective use of internal capabilities in enterprises.

The analysis of the literature on the topic has been constantly in the focus of research scientists due to the importance of industrial development and the vastness of its role in the improvement of the economy. In particular, foreign scientists Yu. Rodionov, R.S. Porter, D. Devereux, B. Roberts, R.N. The Nureyevs created scientific innovations, local scientists Yo.A.Abdullaev, A.Abduhamidov, U.Mukhitdinov, A.A.Ortikov, Kh.Ishbutaeva, Sh.Nizomova, E.Kh. Makhmudov, M.Isakovlar improved the efficiency of resource use in industrial enterprises. were able to carry out scientific research on the increase.

In particular, A. Artikov on "a number of opportunities, geographical and economic factors of industrial development in Uzbekistan" [3], M.P. Narzikulov on "the main attention is focused on structural changes during the development of the industrial development strategy" [4], E.Kh. Makhmudov emphasized the importance of "Strategic directions for creating conditions for the development of industrial sectors, first of all, creating a favorable macroeconomic environment, which covers tools such as budget, tax, monetary credit, price and currency policy" [5], and their dependence.

Academician S. Ghulamov puts forward the opinion that the effective use of internal opportunities should be carried out based on the characteristics of the regions [6]. Academician Q. Abdurakhmanov expresses the emergence of internal capabilities of industrial enterprises in connection with the labor resources of enterprises, he emphasizes that the labor force in industrial enterprises, that is, the skills and capabilities of workers, are important in increasing the efficiency of enterprises [7].

In our opinion, the improvement of the mechanism of effective use of investments in the machinery sector of the industry is the main and modern concept. At the same time, resource efficiency is the main factor in the development of industrial sectors, which determines the future development potential of the industry, and the effective use of investments ensures the rapid development of the sector.

## **Research methodology**

Analysis and synthesis, induction and deduction, statistical grouping, expert assessment, scientific abstraction and other methods were widely used in the research process. The use of advanced methods provides an opportunity to identify the existing problems in the system and its opportunities and shortcomings, as well as to identify the influencing factors in improving the mechanism of effective use of investments in industrial enterprises.

## **Analysis and results**

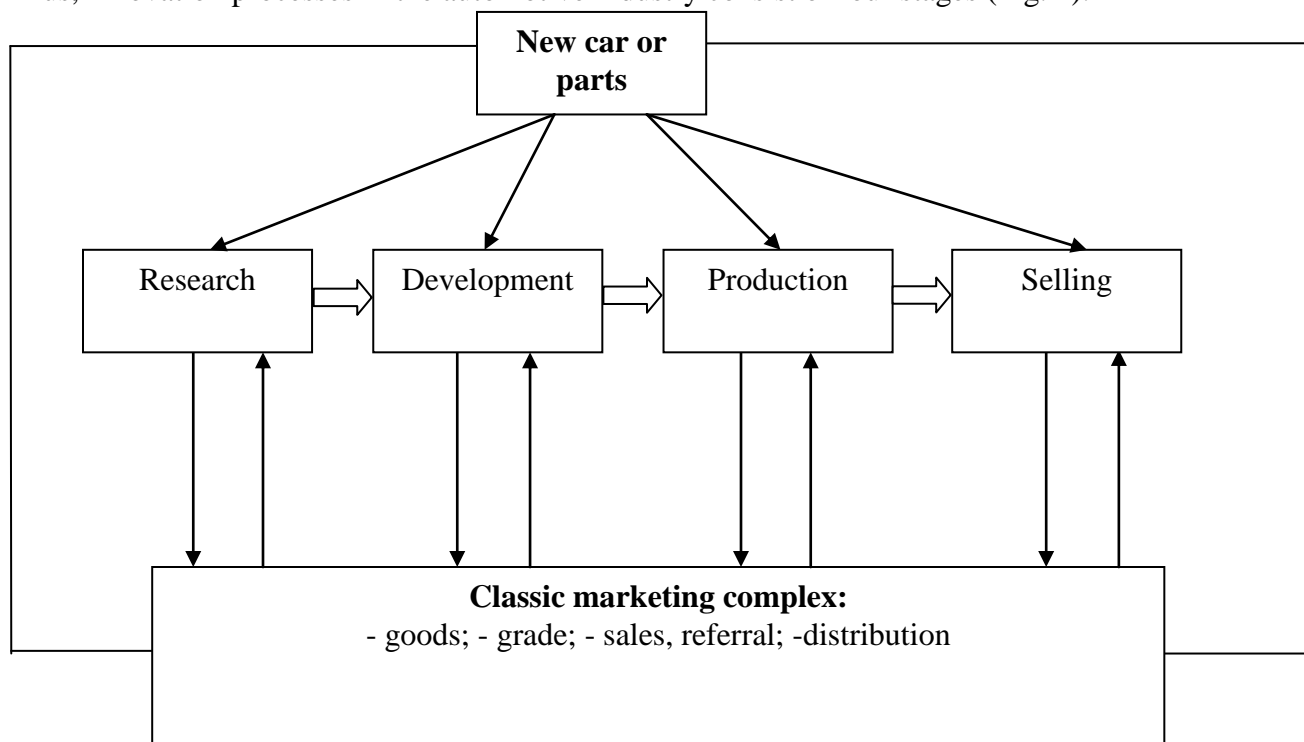
In recent years, due to random factors in the external environment and information asymmetry in complex socio-technical systems, instabilities and errors have been observed in the activities of enterprises. Therefore, enterprises should introduce innovations in order to react reactively to

changes in the market and external environment. Because, in relation to such changes, we can emphasize the following as stability criteria:

- Maintaining the initial level of production;
- Conducting a competitive, expansion policy to strengthen positions in the market;
- Business criteria aimed at increasing income while quickly adapting to changes;
- Criterion of innovation aimed at systematic renewal.

The types of enterprise reactions represent close relations between the organization's management mechanism and strategic and operational management. The interaction of the enterprise's influence on the changes in the external environment with strategic and operational management shows that the factor of agility is important. In such an approach, strategic management develops a system of strategies for adapting to the external environment and effective use of the company's internal capabilities.

Thus, innovation processes in the automotive industry consist of four stages (Fig. 1).



**Figure 1. Composition of innovative processes in automotive industry**

**Source: Improved based on author's research.**

At each stage, the elements of the classic marketing complex (product, price, sale, distribution) come into play as a target direction in automobile manufacturing enterprises.

Research stage - product marketing;

Development stage - technology marketing;

Production stage - price marketing;

The sales phase is sales and distribution marketing.

Marketing implementation of each of the above stages in automotive enterprises using innovative approaches leads to improvement of innovative processes in the field.

Based on the above, the factors influencing the efficiency of the investment processes of the machine-building and metalworking network can be divided into 4 main blocks (Fig. 2).

In our opinion, it is appropriate to use the following principles for effective implementation and development of investment processes:

directing selected projects to highly efficient sectors;

joint implementation of strategic and tactical management goals of investment activities;

taking into account the level of investment risks in the process of making decisions;

wide use of the results of scientific and technical development;

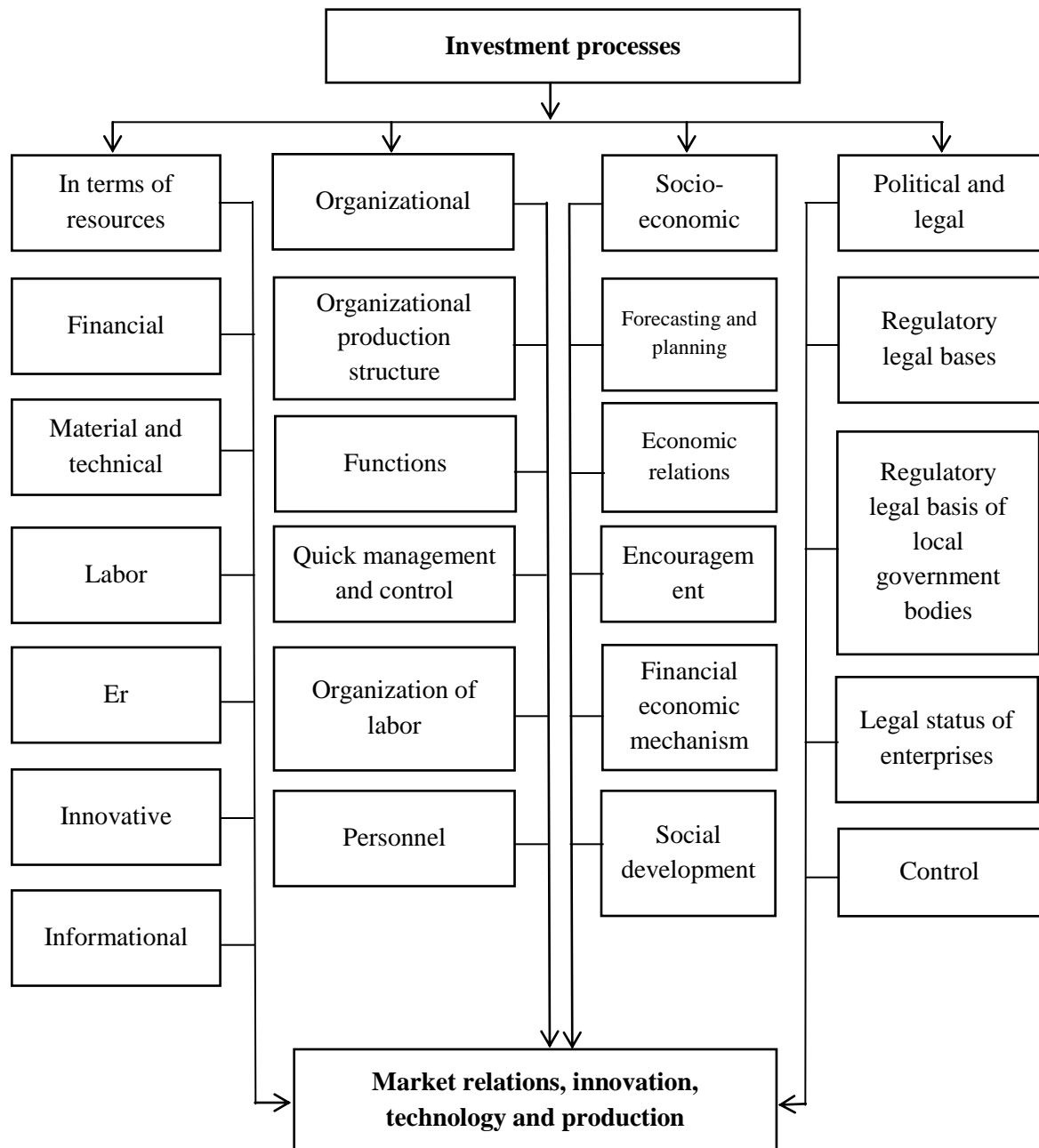
ensure compatibility of investment activity with changes in factors that interact with investment efficiency;

directing qualified personnel to investment processes.

World practice shows that a decrease in the sales rate at automobile manufacturing enterprises leads to the accumulation of finished products in warehouses and to the intensification of competition. In the conditions of intense competition, competitors often decide to sell their products at reduced prices. The volume of advertising, sales and the number of preferential deals between consumers will increase. More funds are directed to ITTKIs to create improved models and variants of cars, and as a result, profitability decreases. In order to maintain stable positions in the market, enterprises try to update the market, the product and the marketing mix.

When renewing the market of automotive companies, managers strive to increase the consumption of existing goods. He looks for new users of the product and new segments of the market. In turn, it looks for ways to encourage intensive consumption of goods by existing customers. Also, the manager looks for a way to reposition the product for large, fast-growing market segments.

When updating cars, managers improve the features, quality, and appearance of cars to attract new users and intensify consumption. It uses a strategy to improve the functional characteristics of cars, such as quality and life expectancy, reliability, speed and taste. This approach assumes that quality improvement is possible, that a large number of consumers believe in it and want quality improvement.



**Figure 2. Classification of factors affecting the development efficiency of investment processes in automobile industry**

**Source: Improved Based On Author's Research.**

The strategy of improving product characteristics should be to give the product new properties, make it universal, safe and convenient. This strategy is effectively used by Japanese manufacturers of cars, watches, calculators, and copiers. For example, the Toyota company is constantly improving its cars with additional options and functions.

The purpose of the strategy of improving the appearance is to increase the attractiveness of the product. In order to attract consumers, car manufacturing companies periodically improve the



appearance of their models. For example, GM Uzbekistan produced Nexia II and Nexia III models based on the Nexia car.

Based on the above, we proposed to invest in machine building and metalworking industry in several directions. It is appropriate to mention the following as the main ones:

capital investment. Investments included in the fixed capital include expenses for all types of construction work, expenses for the installation of equipment, purchase of machinery, equipment (with and without installation), vehicles, equipment and household inventory, other capital works and expenses;

construction works - the result of construction production as a complex of construction, restoration, expansion, capital and current repair works of buildings and structures;

new construction is the construction of a set of main, auxiliary and service facilities (buildings and structures) in new areas for the purpose of creating new capacities;

expansion of machine-building and metalworking branch enterprises - investment in the construction of new additional shops and the creation of other departments in order to increase the volume of production;

reconstruction - reconstruction of existing workshops and main, auxiliary and service facilities without expanding the existing buildings and structures related to complex projects on improving production and increasing its technical and economic level and implementing reconstruction;

technical and technological rearmament of machine-building and metalworking enterprises - a form of renewal consisting of replacement of outdated techniques and technologies in production with new ones without expanding the production area;

capital repair is a type of construction product in the form of manufactured services (works), which consists in replacing individual worn-out structural elements and parts of buildings and structures, or replacing them with stronger and more economical ones without changing the main structures (walls, foundations, inter-floor barriers, etc.) .

## CONCLUSIONS

In short, the impact of the automobile industry on the country's economy is to fill the main part of consumer demand by meeting the population's demand for personal vehicles, the large-scale abundant demand associated with the availability of cars, the demand for large-scale resources and materials necessary for the production of cars, individual and public. It is aimed at forming the demand for the products of the industries serving the operation of transport, roads and communications, the requirements for the composition and quality of the products of the adjacent industries, ensuring the majority of cargo transportation in the country, and developing modern highways and communications.

For efficient use of investments in the engineering industry: investments in high-tech manufacturing industries with high return on investment in the network in order to ensure the full capacity of the technologies introduced into the main capital of the machine-building industry, to attract highly qualified personnel to the network and to regularly improve their skills, to increase the return of products corresponding to 1 soum investment in the main capital. We believe that it is appropriate to pay special attention to directions such as giving relative priority and privileges in the introduction, shortening the construction period of new objects being established at the

expense of foreign investments in the industry, and not delaying the development of investment projects in this area.

In conclusion, we consider it appropriate to use an integrated method, which implies both a horizontal and a vertical approach, for the sustainable development of automotive enterprises, the development of the management system of innovative processes in the field, and the functional communication of information supply.

## LIST OF USED LITERATURE

1. UNIDO. Industrial Development Report 2020. Demand for Manufacturing: Driving Inclusive and Sustainable Industrial Development. Vienna, Austria. 2019. pp. 201-205.
2. Appendix 1 of the Decree No. PF-4947 of the President of the Republic of Uzbekistan dated February 7, 2017 "On the Strategy of Actions for Further Development of the Republic of Uzbekistan" "Strategy of Actions on Five Priority Areas of Development of the Republic of Uzbekistan in 2017-2021". Lex.uz.
3. A Ortikov. Industrial economy. Textbook. T.: TDIU, 2009. 236 p.
4. Strategiya dalneyshego povyshenia konkurentosposobnosti natsionalnoy ekonomiki: materialy 1U-go Forum ekonomistov / otv. ed. M.P. Narzikulov. Tashkent. Vak1paRgez\$, 2012. S. 8.
5. E.H. Makhmudov, A. Ortikov, F. Karimov. The enterprise is the main link of the economy. / Partner. February 7, 2010.
6. Gulyamov S.S. i second. Modelirovanie ispolzovaniya i razvitiya proizvodstvennogo potentsiala regiona. - T.: Teacher, 1995. p. 28.
7. Abdurakhmanov Q.Kh. and others. Labor economics and sociology. Study guide.-T.: Writers' Association of Uzbekistan Literary Fund 2004. 75 p.
8. Rustamov N. Development of industrial sectors based on effective use of internal capabilities. Horoscope. science. doc. ...dis. Autoref., Tashkent 2018.
9. Ricardo Antunes, Vicente Gonzalez, Kenneth Walsh – "Quicker reaction, lower variability: The effect of transient time in flow variability of project-driven production". 24th Ann. Conf. of the Int'l. Group for Lean Construction, Boston, 2016.
10. James P. Womack, Daniel T. Jones, Daniel Roos – The Machine That Changed the World: The Story of Lean Production Toyota's Secret Weapon in the Global Car Wars That Is Now Revolutionizing the World Industry Paperback – March 13, 2007.

## THE CONTENT AND ESSENCE OF THE ECONOMIC SYSTEM OF THE REGION IN THE NATIONAL ECONOMY

**Khursandov Komiljon Makhmatkulovich\***

\*Researcher,

Tashkent State University of Economics,

UZBEKISTAN

**DOI: 10.5958/2249-7137.2023.00085.X**

---

### ABSTRACT

*An important condition for the economic development of the country is the development of innovative activities, which creates the basis for sustainable economic growth and helps to realize the strategic goals of the region. This dissertation describes the tasks, goals and directions of the socio-economic development strategy of the region. Various models of state management of innovation clusters in order to develop regional economy were analyzed.*

**KEYWORDS:** *Territory, Socio-Economic, Socio-Economic Development, Regional Policy, Main Problems Of Economic Development, Statistical Values, Gross Domestic Product, Economic Growth, Macroeconomic Stability, Gross Regional Product, Gross National Product.*

---

### INTRODUCTION

The need to ensure the socio-economic efficiency of territorial production in the wake of the deepening process of globalization in the world, and the emergence of non-standard socio-economic situations on the second hand, requires improving the strategy of socio-economic development of territories and expanding its capabilities. According to the world economy organizations, global growth is expected to change from 5.9 percent in 2021 to 4.4 percent in 2022, including 5.0 to 3.9 percent in developed countries, with market relations taking shape and 6.5 to 4.8 percent in developing countries. In this regard, today the improvement of the strategy of socio-economic development of territories is becoming an urgent problem [1].

In the process of creating a new Uzbekistan, special attention is paid to such areas as increasing competitiveness in the national and world markets in socio-economic development of regions, strengthening the foundations of innovation in production, increasing the value added while expanding the volume and scope of finished products. As a result, "by ensuring stable high growth rates in the sectors of the economy, it is possible to increase the gross domestic product per capita in the next five years – 1.6 times and the per capita income by 2030 by 4 thousand US dollars, as well as to provide the basis for entering the ranks of" countries above the average".

### Analysis and Results

The economic system of the region is considered one of the most important objects of research in modern national and foreign economic literature, which is due to a change in the description and form of socio-economic development of Regions, the emergence of new conditions in the post-crisis development of Regions, the role of socio-economic policy of the region as a factor

Within the framework of the European Economic Community, the concept of a region has been developed that is common to all countries. As signs by which this or that region can be imagined

---

as a relatively independent unit, its socio-economic form serves in unity with the national economy, that is, the economic processes taking place in it must reflect certain laws of the reproduction of a society formed under the influence of interrelated socio-economic, and natural factors. In this sense, the region manifests itself as a regional specialized part of the country's economic sectors, which characterizes the process of reproduction as unity and integrity.

The economy of the region should be based on three main tamoiyil uses: firstly, to be able to carefully calculate the condition and dynamics of the markets in which the requirements of the population of the region are formed, the requirements of the state and individual production entities; secondly, to create conditions for the maximum coordination of the structures of the economy.

Firstly, self-organization and organization of economic systems are the two complementary processes, which support the interconversion of the structural links of the economic integrity and is associated with a single economic agent – the state - the Central element of organic integrity. This is fundamental in determining the state's role in the national economic system. Secondly, the theory of the organization of economic systems and the theory of property rights cannot be complete without a theory of the state. This is due to the fact that ownership relations are formalized in the form of linkages between economic agents that are sanctioned by a society (or rather, government and formal institutions) in respect of the procedure for the extraction of individuals of the usefulness of economic benefits through the system of partial powers.

All the changes that occur in the evolution of the economic system have an ordered character. This order is formed by the concepts of "organization" and "selforganization" of the system, the differences between which are quite obvious and correspond to the meaning of the terms that define them. A typical example of an organization is any state intervention in the regulation of the economic system, which has an aim to eliminate. At the same time, as a result of structural changes in the national economic system self-regulation or self-organization is performed. The mechanisms of selforganization of the national economy include the market mechanism (commodity exchange) and self-organization processes in the areas of production, distribution and consumption. For example, self-organization of the market occurs under the influence of IUpriicing mechanisms, as a result of which the balance between supply and demand changes. Thus, self-organization differs from the process of organization. The difference is explained not by the action of external factors but by the nature of the system itself.

Alternatively, targeted programs are also a mechanism by which systematic and complex developments of Regions give practical results to solve the most necessary problems of the region's economy. They reflect on themselves the changing means of ensuring efficient and long-term regional economic policies based on the rational management of the region's economic processes. The strategic objectives of their Region Development Program are as follows:

Effective use of financial resources and improving the quality of optimal regulation of management;

Development of the social and economic spheres of the region;

Achieving an optimal environmental situation in the region;

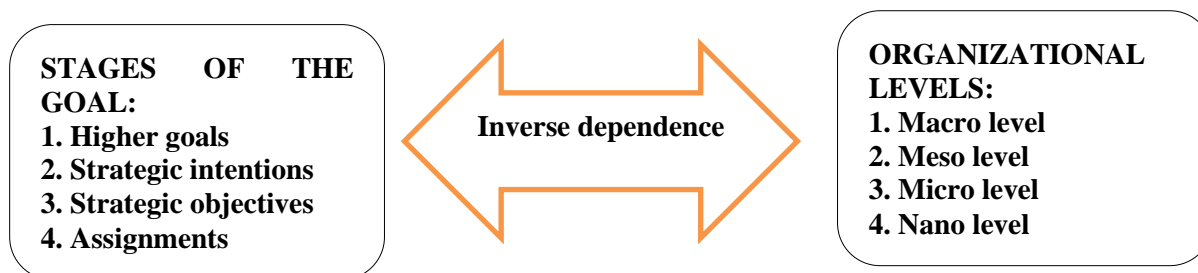
Improving the competitiveness of the region;

The concentration of the economic resources of the region for the qualitative transformation of

The structures of the economy in order to create conditions for solving problems in the social sphere.

Strategic goal setting is a multi-stage process in which it becomes necessary to consider the levels of setting areas goals. Classification of goal setting levels in areas can be seen in Figure 1. These levels of goal development should have their own goals, including:

Higher goals are the highest goal, which should be a goal that is not achievable in principle, but an objective fact that arises from the main mission of the territory. And the macro level will be the overall result of the goal, and in general the territory will manifest itself as the subject of the country.



**Figure 1. Classification of goal setting levels in regions**

**Source:** Veter A. Form a mechanism for strategic management / A. Veter, V. Semidskoy // Agricultural Economics. – 2009. – No. 9. – P. 16–23.

An analysis of Statistics shows that there has been an unevenness in the socio-economic development of the regions of the Republic of Uzbekistan for many years. Each administrative-territorial unit, the cities and districts within which they are formed on the basis of certain objective laws, differs from each other in their geographical and territorial location, composition of the economy, level of development, demographic status of industry and agriculture, as well as climate, potential for water and Natural Resources (Table 1).

**Table 1 Growth Rates Of Gross Regional Product In The Regions Of Uzbekistan In 2014-2022, In Percentage**

Regions	2014	2015	2016	2017	2018	2019	2020	2021	2022
The. Republic Of Karakalpakstan	107.3	106.9	107.2	105.9	104.4	105.4	105.7	101.9	107.4
Andijan	108.0	109.2	110.5	112.5	106.1	105.8	107.0	102.0	107.4
Bukhara	108.6	108.1	103.4	100.6	104.1	109.6	105.8	102.7	104.7
Jizzakh	108.3	108.3	108.5	106.4	102.4	105.4	106.3	102.8	106.2
Caloptilia	108.9	107.8	108.3	107.8	104.1	103.9	108.3	104.8	107.0
Navoi	105.4	106.7	106.6	105.6	103.5	102.0	101.8	102.7	107.6
Namangan	104.4	105.5	103.8	103.7	101.5	104.8	105.2	106.6	107.2
Samarkand	108.0	107.9	107.7	107.5	103.4	104.1	107.5	105.1	109.1
Surkhandarya	108.0	108.3	108.4	107.4	101.5	100.7	105.6	101.8	108.8
Syrdarya	107.8	107.8	107.3	105.6	103.4	104.6	103.7	104.4	107.8
Tashkent	105.0	106.5	107.1	106.6	95.5	103.4	109.5	101.8	110.2
	106.5	106.2	105.9	104.7	101.0	106.8	107.3	102.9	110.7



Fergana	107.5	107.3	107.3	105.4	98.9	107.4	104.4	104.9	108.0
Khwarazm	109.7	107.5	109.0	104.8	104.5	103.0	105.7	101.4	109.2
Tashkent City	108.5	110.4	109.2	110.5	110.8	111.1	108.4	102.4	114.1

*Source: State Statistical Committee of the Republic of Uzbekistan*

According to preliminary data, the volume of Gross Regional Product (GDP) produced in Tashkent in January-March 2022 was 23704.9 billion at current prices. with a GDP of, the growth rate was 109.3% compared to January-March 2021. The growth rates observed in the main sectors of the economy of the city of Tashkent served as a key factor in the growth of YAHM. Including industrial production index-110.1% (YAHM content share 35.6%), construction – 113.3% (10.0%), trade, living and catering services – 105.9% (17.2%), transportation and storage, information and communication – 109.2% (12.8%) and other service sectors – 108.2% (24.4%).

During January-March 2022, the share of Trade, living and catering services in the city of Tashkent in the composition of gross regional product amounted to 17.2% (January-March 2020-16.6%), the share of gross regional product in transportation and storage, information and communication was 12.8% (13.0%), in the field of other service sectors-24.4% (24.1%).

In the study, we carry out an analysis of descriptive statistics (Descriptive Statistics) and use statistics to draw conclusions from the assessment of the probability that the difference between groups that may have happened accidentally is reliable. Thus, this analysis is used to draw conclusions about general conditions and describe what is happening in the data obtained. In addition, descriptive statistics help us simplify large amounts of data, and each descriptive statistic reduces a large number of data to a simple conclusion. Based on this feature of descriptive statistics, we will initially analyze the volume of gross regional product of the regions of the Republic of Uzbekistan (Table 2).

**Table 2 Discriptive analysis of changes in the volume of gross regional product of the regions of the Republic of Uzbekistan in 2000-2020**

Indicators	Average value of the Republic of Karakalpakstan and regions by indicators	The number of provinces above the average value of indicators	Кўрсаткичларнинг ўртача қийматидан паст вилоятлар сони
Mean	8852,8	7	7
Mediana	4378,8	6	8
Standard deviation	10633,6	7	7
Dispersion	144091108,5	4	10
Ecstasy	1,3	4	10
Asimmetrii	1,4	4	8
Interval	35840,3	6	8
Minimum	212,7	6	8
Maximum	36053,0	6	7
Summa	185908,7	7	

*Source: calculated on the basis of the literature studied by the author*

From Table 2 data, it is seen that the focus is on frequency distribution, one of the most common

methods of describing the variable, and in frequency distribution we are treated in two parts (i.e. quantities above and below the mean). It is worth noting that distributions can also be indicated using percentages. According to him, the average, or median, is the most used values in the probable description of the central trend, with a high gross regional product between the regions in terms of the average (Andijan (9386.4 billion). Soum), Kashkadarya (10375.7 crore. sum), Navoi(8913.4 crore. sum), Samarkand(11363.1 crore. Soum),.

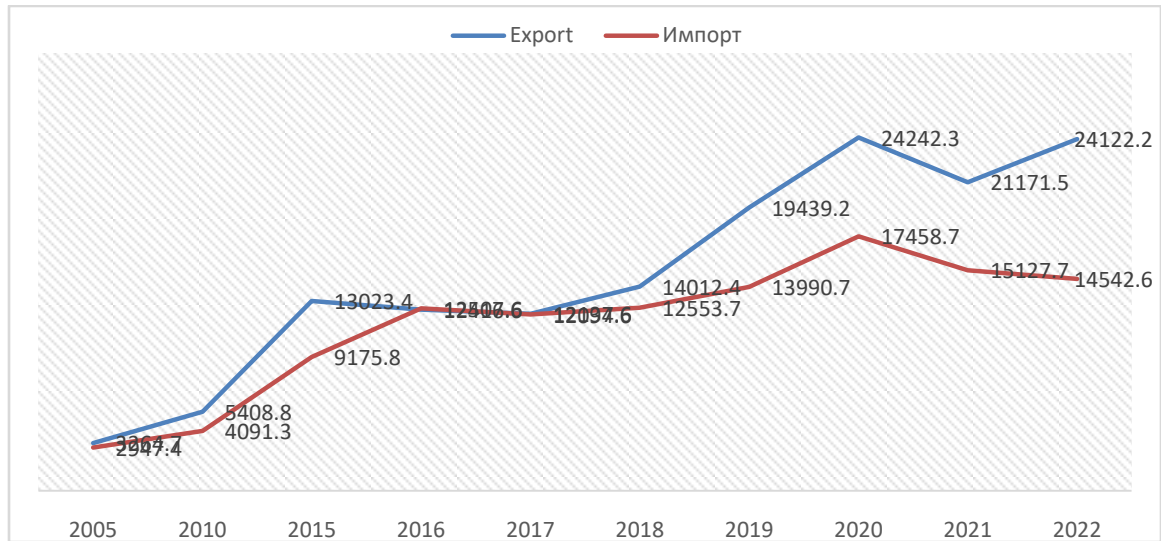
Focusing on the median value, there are 8 regions with values below average (Republic of Karakalpakstan (2012.1 billion). Soum), Andijan (4,349.5 crore. Soum), Buhoro(4437.1 crore. Soum), Jizzakh(2051.6 crore. Soum), Namangan (3,162.6 crore. Soum), Surhondaryo (3,158.7 crore. Soum), Syrdarya (1549.4 crore. Soum) and Khwarezm (2,619.2 crore. som) provinces).

Fashion was not observed in these rows, and this is a sign that the territories of the country are developing unevenly, considering that the normal distribution(that is, if it is in the form of a bell) is observed in the equality of the Mean, median and fashions for the observed statistical series and expresses that it is not necessary to analyze the remaining indicators. Of course, in this case, the goals of the scientifically based level, which are set for the future prospect, are universal and general for all regions. Further clarification of these and other common goals in regions can be achieved by selecting semantic components as well as statistical values.

The necessary conditions for changing the existing theory of territorial development make it possible to form a methodology of territorial growth in the modern economy, taking into account the theoretical rules and concepts of Territorial Development developed in the market practice of the world economy. The analysis of the interdependence of theories of socio-economic development of territories involves taking into account its economic essence, including factors that contribute to the formation of the economic subjectivity of the territory. Analysis of the factors that determine the growth of the subjectivity of regions shows that they are mainly exogenous and have an external impact on the territory. These include, first of all, the globalization of the economy, the development and formation of the territory. The main products of the area's activities as a development entity are:

- 1) competitiveness of the territory and its subsystems (social, economic, management, environmental, infrastructure, institutional, security);
- 2) competitiveness of products produced in the territory;
- 3) competitive resources, potential and capabilities of the territory.

As a development entity of Regions, the institutional design of the products of its activities is carried out in the form of strategic goals, strategies and other institutions. The globalization of the world economy and the openness of the national economy also lead to the presence of global competition in domestic markets (figure 2).



**Figure 2. Foreign trade turnover of the Republic of Uzbekistan**

*Source: data from the State Statistical Committee of the Republic of Uzbekistan.*

According to the statistics presented in Figure 2, the total foreign trade turnover of the Republic of Uzbekistan is 30087.2 million by 2022 compared to 2005. Increased to us \$ 36,299.3 million. The US has reached the dollar, and this in turn is a sign that our country is gaining a foothold in international markets. In this case, the volume of exports in 2022 amounted to 11,863.0 million compared to 2005. For the US dollar, the import volume is 18224.1 million. Us \$ 15,127.7 million, respectively. Us \$ and 21,171.5 million. The balance of trade saldo, which amounted to us \$ -6361.1 million. US dollars.

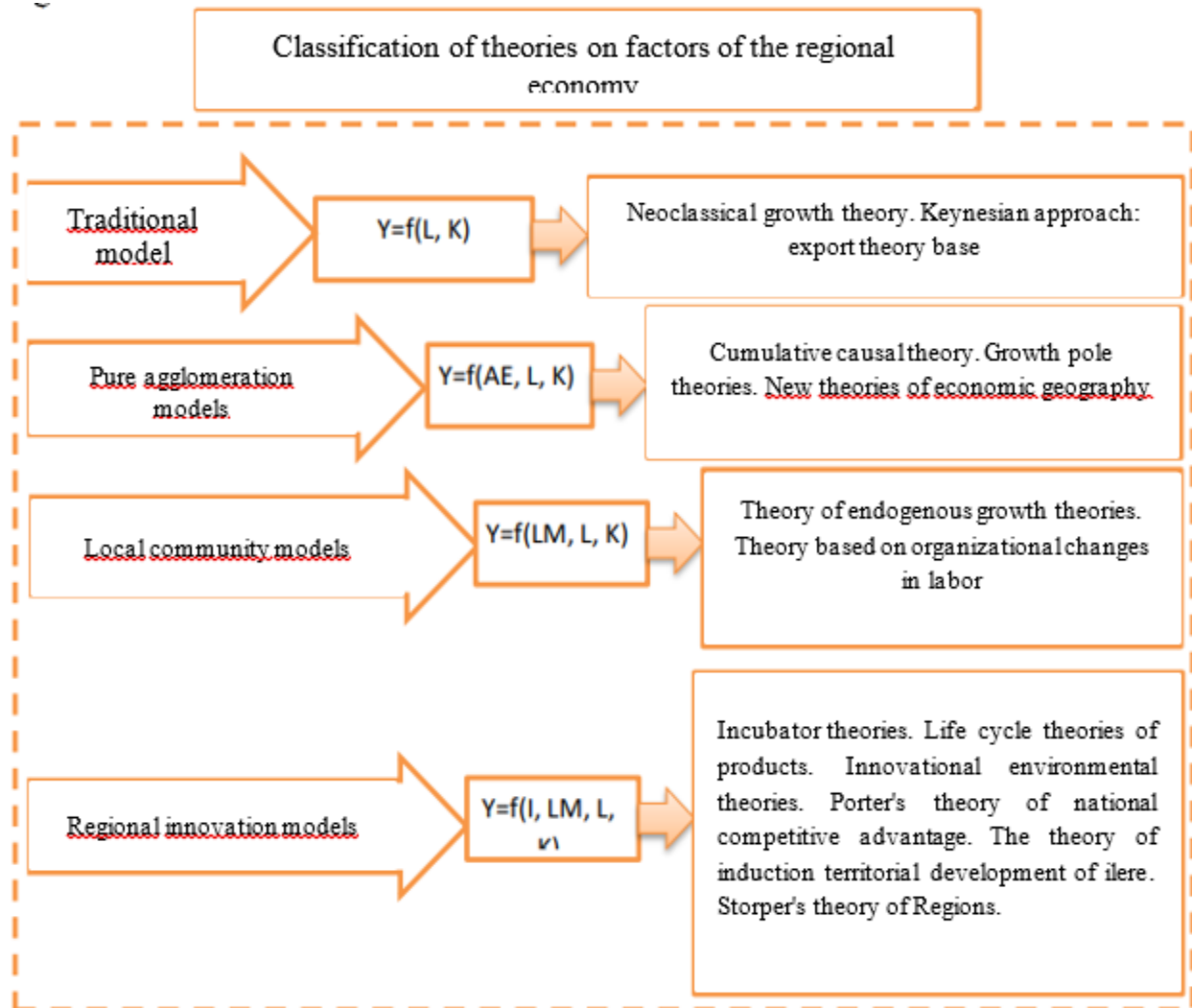
This in turn indicates that local markets are also implementing measures aimed at increasing the need for product quality and ensuring product competitiveness among manufacturers. From the results, it can be seen that the need to form a competitive territorial economy in the context of globalization and integration predetermines the dominant strategic approach in the management of its socio-economic development.

The practical study of regional economics can be divided into macroeconomic and microeconomic aspects. Regional Macroeconomics mainly analyzes the comparative economic characteristics of the various regions within the national economy. Regional Macroeconomics deals with issues related to comparative economic growth, changes in the level of employment in the territory and the movement of factors of production between regions.

It discusses the impact of time and distance on economic activity and does not function as the same unit in an area. So, since the subject of territorial microeconomics is engaged in the theory of location, sometimes the term spatial economy is used as a synonym for territorial economy, but in this case, more attention is paid to the importance of space and distance than macro aspects. Instead of interaction between different countries, they focus on the interaction between regions. There are different specifications of regional development theories and models (Figure 3).

The first group of theories of territorial economic development, defined as the traditional models presented in the figure, provides the function of entry into production labor and capital. The

decline in territorial differences in these neoclassical growth theories depends on the presence of factors of production, capital and labor, and inter-territorial mobility. Since production functions are the same, capital tends to move into areas with cheap labor, while Labor takes the opposite direction. These trends continue until the return of capital and the wages of workers are the same in all regions.



**Figure 3. Classification of theories on factors and models of regional economics**

*Source: Author's Development Based On Research.*

Local environment (environment) theories suggest that various factors such as manpower capability, technical and organizational knowledge, and social and institutional structures affect both capital and wages. The difference between endogenous growth models and growth theories is caused by changes in labor organization. Endogenous growth models and development generally refer to areas surrounding areas. Examples of theories of this type are the industrial fog model.

**CONCLUSIONS**

In the development of a system of indicators to assess the degree of influence of macroeconomic indicators on gross regional product in the socio-economic development of the territory. It is advisable to use the Almon model.

It was proposed to use artificial neural nets in modeling the process of socio-economic development of the city of Tashkent on the basis of a software study of descriptive and artificial neural network tools for significant indicators affecting gross regional product. As a result, it was possible to assess development descriptively as well as resource and investment potential of various districts in comparison, to set priorities for the socio-economic development of the territory, to develop programs to reduce unemployment and poverty.

According to the established model of artificial neural network, the volume of gross regional product in the socio-economic development of the city of Tashkent was determined to increase by 1.84 times by 2026. Therefore, in Shagar, it was proposed to develop all kinds of agriculture, construction and deep processing of various mineral raw materials, in particular, the production of finished products using modern technologies, including funds and technologies of foreign partners, the promotion of exports, the further development of the cluster system, the formation of an innovative economy. Consideration of the problem of what determines the integrity and stability of the macroeconomic system, and of the role of the state, is impossible without taking into account the most important essential feature of organization and self-organization, realized as a result of horizontal and vertical interrelationships of economic agents. It consists of the fact that organization and self-organization, mutually forming each other, presuppose some forms of movement, i.e. the process ability of the economic system, its dynamics.

## LIST OF USED LITERATURE

1. The World Bank: World Development Indicators. <http://data.worldbank.org/indicator>
2. Shavkat Mirziyaev. New Uzbekistan Strategy. - Tashkent: Uzbekistan publishing house, 2021. 464 pp.
3. President of the Republic of Uzbekistan "on the development strategy of New Uzbekistan for 2022-2026"
4. Decree PF-60. 2022-28 January. -[www.lex.uz](http://www.lex.uz) Agnieszka Ociepa Kubicka. (2017) Advantages of using enterprise resource planning systems (ERP) in the management process. World Scientific News 89 237-243
5. Anne Parr, Graeme Shanks. (2000) A model of ERP project implementation. Journal of Information Technology 15, 289–303
6. Baray Sh., Hameed Sh., Badii A. (2006) Analysing the effectiveness of implementing enterprise resource planning systems in the printing industry. European and Mediterranean Conference on Information Systems (EMCIS) 2006, Costa Blanca, Alicante, Spain.
7. Bell, Steve. (2006) ERP, CRM, PLM working together // Lean Enterprise Systems. — N. Y.: McGraw-Hill, — P. 242-296. — 436 p. — ISBN 978-0-471-67784-0.



## EVALUATION OF THE COST-EFFECTIVENESS OF THE TARIFF SYSTEM IN RAILWAY TRANSPORT

**Amirov Nurislam Suvanovich\***

\*Assistant,

Tashkent Institute Of Management And Economics,  
UZBEKISTAN

**DOI: 10.5958/2249-7137.2023.00087.3**

---

### ABSTRACT

*Analysis of the efficiency of railway transport the lack of a system and the fact that this system lags behind foreign industries in terms of production and technology at least 15-20 times, requires radical reform in this area. The logistical approach to the reform of the railway network requires the competitiveness of the network, the transition to a new tariff system, the creation of a system with equal economic benefits for both consumers and service providers.*

**KEYWORDS:** *Efficiency, Interrelated, Components, Achievement, Distribution, Production.*

---

### INTRODUCTION

In world practice, it is considered as the only integrated component of the international supply chain system for trucks. Their effectiveness is considered to be the achievement of the synergistic effect of their interrelated components. It is well known that synergy is a science and technology aimed at increasing the efficiency of distribution, production and sales in the field of logistics in the face of other methods of management. Their structurally mutually beneficial coordination in the delivery of goods and information flows and provides an icon to reduce stagnation due to the appropriate increase in the competitiveness of the enterprise, which is also very important in times of crisis.

Analysis of the efficiency of railway transport the lack of a system and the fact that this system lags behind foreign industries in terms of production and technology at least 15-20 times, requires radical reform in this area. The logistical approach to the reform of the railway network requires the competitiveness of the network, the transition to a new tariff system, the creation of a system with equal economic benefits for both consumers and service providers.

### Analysis and Results

The main method of regulating railway transport tariffs is the establishment of tariffs or the establishment of their minimum and maximum limits through constant indexation of existing tariffs based on price list № 10-01. This system was developed and put into practice in 2003.

- The following conclusions were drawn from the study of tariffs in the railway transport system:
- The tariff system does not cover the country's railway transport. It covers only the activities of JSC "Uzbekistan Railways", designed for the monopoly market, and does not provide for structural reforms that will create new conditions;

- The tariff system causes a lot of complexity and misunderstanding among users due to the fact that it is not coordinated on the specific factors and conditions that cause tariffs;
- The overall level of tariffs is high and also unreasonably indexed, given the development system;
- Regulation of tariffs and the general system is not developed in a convenient way, taking into account market conditions;
- Errors in the equation on the main factors are observed;
- Tariffs do not include adequate incentives and quality development to increase the efficiency of private transport.

The following are the shortcomings of the system of tariffs for freight transportation by rail, which are viewed by consumers, and as a result of their implementation on the basis of logistics practices, the quality and efficiency in the industry is declining. № The 10-01 price list has remained only two different basic blocks in recent years after several changes. It is observed that the tariffs for the same type of transport services differ radically from each other (Table 1).

**TABLE 1 BASIC STRUCTURAL COMPARISON OF PRICE LIST BLOCKS.№ 10-01<sup>1</sup>**

Basic tariff status	Section 2	Section 3
	Transportation of export and import cargo through domestic transport and seaports	Transportation of export and import cargo by land
1. Carried out on the basis of the general tariff "consisting of wagons" (the tariff is divided into two parts)	Yes	No
2. Optimization on three tariff classifications	Yes	No
3. Apply the minimum weight of the increase in the consideration of tariffs	A separate point of view on each tariff nomenclature	Consolidation of loads by main groups (17 cases)
Unified Tariff and Statistical Nomenclature	Yes (several cases)	In another abbreviated view
Average rate of tariffs as a percentage	100	More than 150

The problem is that the concepts of "domestic" and "international" transportation are not clearly defined. In our opinion, if the transportation of goods begins and ends in the territory of the country, it would be legally illogical to apply the concept of "international transportation". Accordingly, international tariffs should not be applied to goods, regardless of whether they are export-import.

A comparative analysis of the situation with rail and road transport shows that there is a huge difference between them: the transportation of small consignments of goods up to 2000 km by rail lags behind the road transport by 10-15 times; shipping in wagons is approx 5-10 times less. In particular, when transporting goods over distances of 200-500 km, railway transport lags

significantly behind in terms of time.

Today, about 80 percent of shipments across the country in the railway system are ordinary shipments. However, their average speed is 20-25 km per hour. This figure is 70 km per hour in Europe. It should be noted that it is incomparably low and requires radical reform of the management and organizational structure of the railway transport sector. The problem of reducing the time of delivery of goods in transport poses a task not only for users but also for transport service providers, including the lack of wagons, a decrease in production, an increase in cost.

In order to increase the impact of delivery times, the following should be taken into account when setting tariffs:

- Identify several delivery criteria for the timing of delivery of goods and coordinate their diversity according to the tariff, for example, the timing can be defined as within the norm, expedited, immediate;
- Setting the standard speed depending on the main routes or routes of shipment;
- Establishment of administrative incentives for the continuous implementation of measures to reduce the duration of the movement of goods. Administrative incentives can be implemented as a state order, which sets tasks to increase the speed of use of freight cars.

Successful use of container transportation technology, which improves the quality of delivery in alternative and competitive transport systems, as well as logistical and economic errors in the field of railway transport services in the case of reasonable tariffs - this leads to reduced demand for the industry.

Table 2 shows the mechanism for applying tariffs for rail services for the transportation of relatively heavy coal in Germany using an integrated logistics approach. This approach gives users of railway transport services (shipper, consignee, forwarder) an additional opportunity to plan freight transportation. At the same time, it manages to build the most reasonable supply chain and model.

**Table 2 Tariffs for railway services in Germany (system of reduction of tariffs for coal transportation on direction trains)**

The net weight of the wagon was not less than one ton	Reduction of coal transportation costs on scheduled trains as a percentage			
	three times a week	three times a week	on weekdays	once every two days
900	9,0	13,0	15,0	17,0
1100	16,0	21,0	23,0	24,0
1300	20,0	25,0	27,0	28,0
1600	23,0	28,0	30,0	31,0

According to the table, in Germany, discounts on the cost of transporting coal on direct trains are up to 30% depending on the number of flights and the volume of production. It should be noted that to date, the structural reform of the railway transport network has not found its essence, but in other cases leads to further confusion in terms of freight tariffs. It is advisable to confirm the correctness of the choice made in the delivery of goods with technical and economic reports based on the analysis of costs associated with the transportation of different types of transport. This selection criterion also serves to some extent in solving the problem of optimizing the cost of delivery of goods in mixed transport (Table 3).

**Table 3 Specific features of freight delivery cost optimization<sup>2</sup>**

Selection criteria	Type of transport				
	Railway	Water	Car	Pipe	The weather
Speed	average	minimum	high	low	maximum
Cost level	average	lowest	low	low highest	highest
Possible assortment of goods	highest	low highest	minimum	very limited	partially limited
Number of markets served	big	limited	unlimited	very limited	partially limited
Delivery reliability	average	low	goof	high	average

If we pay attention to the analysis of prices on a comparative basis, we can see that the costs of domestic producers are somewhat higher. For example, to deliver a standard wagon load (60 tons of textiles) per kilometer, you have to pay \$ 7.29 to the rail transport service. The same figure is \$ 4.24 in neighboring Kazakhstan, \$ 3.65 in Kyrgyzstan, \$ 6.83 in Tajikistan and \$ 2.65 in Turkmenistan. This has a negative impact on the competitiveness of our country's railway transport in international transport. Expenditures on the cost of transport services from 2009 to 2019 were studied (Table 4).

**Table 4 Changes in the cost structure of transport,<sup>3</sup> %**

№	Indicators	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
I.	Transport	100	100	100	100	100	100	100	100	100	100	100
1.1	Salary costs	8,4	6,7	7,4	6,9	6,3	6,1	6,4	7,4	7,4	7,5	8,3
1.2	Depreciation	3,6	7,1	9,9	9,3	9,6	9,1	8,1	8,4	9,6	10,3	12,3
1.3	Material costs	48,6	41	45,6	41,6	49,2	56,1	51,9	52,3	48,5	44,8	37,0
	Hence, fuel (energy) costs	11,8	9,3	9,8	11,3	11,8	10,3	9,4	11,5	10,4	9,3	9,6
1.4	Other expenses	39,4	45	37,1	42,2	34,9	28,7	33,6	31,9	34,5	37,4	42,4

It is known that about 9.6% of the total cost of work performed by vehicles is spent on fuel (energy) and lubricants. Consumption of fuel resources in the transport sector of Uzbekistan, in relation to this value, forms the total cost of services. At the same time, wages, which are part of the cost of transport, make up 8.3% of total expenditures. This figure is 50-52 percent in the EU, while other costs are 40.2 percent. Depreciation is 12.3% in Uzbekistan and 6-7% in the European Union. The logical conclusion of scientific research work often ends with the identification of realistic amounts of economic or social efficiency that can be achieved as a result of the proposed science-based measures.

In determining the economic effect that can be achieved as a result of the practical application of the scientific proposals discussed and recommended in the previous chapters, it is advisable to

first approach the case on a case-by-case basis. For example, in calculating the economic efficiency is the efficiency of the tariff for the carriage of goods by rail:

$$E_{rwk} = \frac{\sum_{i=1}^n I_i}{n * \sum_{i=1}^n P_i} - \frac{I_{min}}{P_{min}}, \text{ sum/tkm} \quad (1)$$

Here:

$I_i$  –total income of the railway enterprise in the form of  $i$ , sum;

$P_i$  – $i$ - railway transport work,  $tkm$ ;

$I_{min}$  –  $i$ - income of the enterprise with the tariff of the smallest railway transport enterprise, sum;

$P_{min}$  – the amount of business transport work of the enterprise with the smallest railway transport enterprise number  $i$ ,  $tkm$ .

Using this indicator, the amount of economic efficiency that can be obtained from the total volume of freight transported by rail can be determined by the following formula:

$$E^{rwk} = (S - S') * P^{rwk} = \left( \frac{\sum_{i=1}^n I_i}{n * \sum_{i=1}^n P_i} - \frac{I_{min}}{P_{min}} \right) * P^{rwk} = E_{rwk} * P^{rwk}, \text{ sum} \quad (2)$$

here:

$P^{rwk}$  –amount of total transport work in railway transport,  $tkm$ .

Thus, as a result of the implementation of an integrated information management system, the exchange of data in railway transport enterprises will be accelerated and the cost of transportation will be reduced. Given the importance of electronic computers in reducing the cost of railway transport enterprise in determining such a change, the share of cost reduction is determined by the following formula.

$$\Delta E_{\text{information of integration}} = \left( \frac{\sum_{i=1}^n D_i}{n * \sum_{i=1}^n P_i} - \frac{D_{min}}{P_{min}} \right), \text{ sum/tkm} \quad (3)$$

here:

$D_i$   $i$  – number railway company transport case,  $tkm$ ;

$D_{min}$  –enterprise income with the lowest railway company tariff, sum;

$P_{min}$  – the amount of transport work with the lowest railway company tariff,  $tkm$ .

## CONCLUSIONS

Based on the above considerations, a six-step approach to improving the tariff system in the transport and logistics system was proposed:

1. Assess the general situation in the services market in terms of logistics;
2. Clear definition of goals and objectives and principles of tariff regulation in the transport system;
3. Establishing the demand for transport and logistics services in the links of the logistics system in places where transport facilities are dense and high speed;



4. Formation of competitive transport logistics systems taking into account the value in the logistics chain and assessing their impact on the final cost of the finished product;
5. Establishment of maximum tariffs in the transport and logistics system, taking into account government support and other factors in tariff regulation;
6. Evaluate the effectiveness of tariff regulation mechanisms in the transport system.

In short, the development of a successful tariff policy in the state regulation of the tariff system is a very important factor not only for structural reforms in the field of railway transport, but also to create the opportunity to achieve the expected economic benefits of macro and micro logistics.

## LIST OF USED LITERATURE

1. Fayzullayev J.S. Improvement Of Economic Efficiency Of Development Of Railway // Asian Journal Of Technology & Management Research (Ajtmr) Issn: 2249 –0892 Vol9 Issue–2, Dec - 2019. [Http://Www.Ajtmr.Com/Papers/Vol9issue2/Vol9iss2\\_P9.Pdf](http://www.Ajtmr.Com/Papers/Vol9issue2/Vol9iss2_P9.Pdf)
2. Fayzullayev J.S. The Economic-Mathematical Model Of The Organization Activity Of The Modern Transport-Logistics System. // Бюллетень Науки И Практики – Bulletin Of Science And Pracrice Научный Журнал (Scientific Journal). 2018. №5 (4). С. 345-352. Doi:10.5281/Zenodo.1147072. Impact Factor (5) Gif – 0.454; (21) Info Base Index – 1.4; (17) Oaji – 0.350, (43) (Uif) – 0.1502; (4) Jcr – 1.021.[Http://Oaji.Net/Articles/2017/3996-1526585902.Pdf](http://Oaji.Net/Articles/2017/3996-1526585902.Pdf)
3. Fayzullayev J.S. Evaluation Of Efficiency Of Transport - Logistics System. // Xlvii International Correspondence Scientific And Practical Conference «International Scientific Review Of The Problems And Prospects Of Modern Science And Education» (Boston. Usa. July 24-25, 2018). 62-65.[Https://Scientific-Conference.Com/Images/Pdf/2018/49/International-Scientific-Review-7-49-Isbn.Pdf](https://Scientific-Conference.Com/Images/Pdf/2018/49/International-Scientific-Review-7-49-Isbn.Pdf)
4. Fayzullayev J.S., Increasing The Efficiency Management Of 3pl And 4pl Logistics Companies In The Railway System. // «Стратегия Действий Республики Узбекистан: Макроэкономическая Стабильность, Инвестиционная Активность И Перспективы Инновационного Развития» Международная Научно-Практическая Конференция. Ташкент. 2018. 28-29 Мая. С.37-42.[Http://Tsue.Uz/Wp-Content/Uploads/2019/05/4.-Fayzullayev\\_J\\_S\\_Increasing-The-Efficiency-Management-Of-3pl-And-4pl-Logistics-Companies-In-The-Railway-System.Pdf](http://Tsue.Uz/Wp-Content/Uploads/2019/05/4.-Fayzullayev_J_S_Increasing-The-Efficiency-Management-Of-3pl-And-4pl-Logistics-Companies-In-The-Railway-System.Pdf)
5. Fayzullayevj. (2020). Effectiveness Of Modern Methods In The Development Of The Integration Transport Systems. *Архивнаучныхисследований*, 1(3). [Https://Tsue.Scienceweb.Uz/Index.Php/Archive/Article/View/3892](https://Tsue.Scienceweb.Uz/Index.Php/Archive/Article/View/3892)
6. Fayzullayev J.S. Effectiveness Of Modern Methods In The Development Of The Integration Transport Systems // Asian Journal Of Technology & Management Research (Ajtmr) Issn: 2249 –0892 Vol9 Issue–2, Dec -2019 62-65.[Https://Saarj.Com/Wp-Content/Uploads/Sajmmr-July-2020-Full-Journal.Pdf](https://Saarj.Com/Wp-Content/Uploads/Sajmmr-July-2020-Full-Journal.Pdf)
7. Fayzullayev J.S. Theoretical Aspects Of The Transport Logistics System Management // Asian Journal Of Technology & Management Research (Ajtmr) Issn: 2249 –0892 Special Issue–2, Sep -2019. [Http://Ajtmr.Com/Papers/Spliss2/Spliss2\\_8.Pdf](http://Ajtmr.Com/Papers/Spliss2/Spliss2_8.Pdf)
8. Faizullaevjavlonbeksultonovich. (2020). Transportation And Logistics System: Problems

And Solutions. *Archive Of Conferences*, 10(1), 50-54. Retrieved From <https://www.conferencepublication.com/index.php/aoc/article/view/424>

9. Fayzullayev J.S. Problems And Status Of Efficiency Of The Transport And Logistics System In The Railway Network , *Archive Of Conferences*: Vol. 13 No. 1 (2021): Gtimsc-2021, <https://www.conferencepublication.com/index.php/aoc/article/view/573>
10. Fayzullayev, J.S. (2021) "Economic-Mathematical Model Of Evaluating The Efficiency Of The Transport System," *Economics And Innovative Technologies*: Vol. 2021: No. 1, Article 1. <https://uzjournals.edu.uz/iqtisodiyot/vol2021/iss1/1>
11. Fayzullayev, J.S. (2021) "Economic-Mathematical Model Of Evaluating The Efficiency Of The Transport System," *Economics And Innovative Technologies*: Vol. 2021: No.1, Article 1. Available At: <https://uzjournals.edu.uz/iqtisodiyot/vol2021/iss1/1>

## Editorial Board

**Dr. B.S. Rai,**  
Editor in Chief  
M.A English, Ph.D.  
Former Principal  
G.N. Khalsa PG.College,  
Yamunanagar, Haryana, INDIA  
Email: balbirsinghrai@yahoo.ca

**Dr. Romesh Chand**  
Professor- cum-Principal  
CDL College Of Education,Jagadhri,  
Haryana, INDIA  
Email: cdlcoe2004@gmail.com

**Dr. R. K.Sharma**  
Professor (Rtd.)  
Public Administration,  
P U Chandigarh, India  
Email: sharma.14400@gmail.com

**Dr. Mohinder Singh**  
Former Professor & Chairman.  
Department of Public Administration  
K. U. Kurukshetra (Haryana)  
Email: msingh\_kuk@yahoo.co.in

**Dr. S.S. Rehal**  
Professor & chairman,  
Department of English,  
K.U. Kurukshetra (Haryana)  
Email: srehal63@gmail.com

**Dr. Victor Sohmen**  
Professor,  
Deptt. of Management and Leadership  
Drexel University Philadelphia,  
Pennsylvania, USA.  
Email: vsohmen@gmail.com

**Dr. Anisul M. Islam**  
Professor  
Department of Economics  
University of Houston-Downtown,  
Davies College of Business  
Shea Street Building Suite B-489  
One Main Street, Houston,  
TX 77002, USA  
Email: islama@uhd.edu

**Dr. Zhanna V.Chevychalova,** Kharkiv,  
Associate Professor,  
Department of International Law,  
Yaroslav Mudry National Law University,  
UKRAINE  
Email:zhannachevychalova@gmail.com

**Dr. Kapil Khanal**  
Associate Professor of Management,  
Shankar Dev Campus,  
Ram Shah Path T.U. Kirtipur, NEPAL.  
Email:kapilkhanal848@gmail.com

**Dr. Dalbir Singh**  
Associate Professor  
Haryana School of Business, G.J.U.S & T, Hisar,  
Haryana, INDIA  
Email: dalbirhsb@gmail.com

**Nadeera Jayathunga**  
Senior Lecturer  
Department of Social Sciences,  
Sabaragamuwa University, Belihuloya,  
SRI LANKA  
Email: nadeesara@yahoo.com

**Dr. Parupalli Srinivas Rao**  
Lecturer in English,  
English Language Centre,  
King Faisal University, Al-Hasa,  
KINGDOM of SAUDI ARABIA  
Email: vasupsr@yahoo.com

## Categories

- Business Management
- Social Science & Humanities
- Education
- Information Technology
- Scientific Fields

## Review Process

Each research paper/article submitted to the journal is subject to the following reviewing process:

1. Each research paper/article will be initially evaluated by the editor to check the quality of the research article for the journal. The editor may make use of iThenticate/Viper software to examine the originality of research articles received.
2. The articles passed through screening at this level will be forwarded to two referees for blind peer review.
3. At this stage, two referees will carefully review the research article, each of whom will make a recommendation to publish the article in its present form/modify/reject.
4. The review process may take one/two months.
5. In case of acceptance of the article, journal reserves the right of making amendments in the final draft of the research paper to suit the journal's standard and requirement.

## Published by

### South Asian Academic Research Journals

A Publication of CDL College of Education, Jagadhri (Haryana)  
(Affiliated to Kurukshetra University, Kurukshetra, India)

Our other publications :

South Asian Journal of Marketing & Management Research (SAJMMR)

ISSN (online) : 2249-877X

SAARJ Journal on Banking & Insurance Research (SJBIR)

ISSN (online) : 2319 – 1422