

## THE SYSTEM OF RAILWAY TRANSPORT MECHANISM FOR THE DEVELOPMENT OF ECONOMIC

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### ABSTRACT

*In this article the main directions of the development of the economic foundation by the organization and determine that the railway transport system, the main taste of the perks of economic development of the railway transport system, the volume of transportation of railway transport and railway transport in good cert types of undp in the volume of transportation of the types of performance indicators and trends in railway transport cargo and cars of the volume of cert involved in the investment activities of JSC "Uzbekistan Railways" were analyzed the most important conditions for the structural reform of railway transport were indicated based on result of the analysis of the studied problem were systematized, and at the same time, the principles of strategic integration and development of the railway transport railway transport model of the system, as well as directions of economic development, which include the six stages were proposed.*

**KEYWORDS:** *Clonal Organization Of The Economic And Basi The Railway Transport System, Simulation Model, Car Cargo, Delivery, Transport And Logistics System, The Taste Of The Perks Of Hierarchy, Complex Transport-Transport, Expedition, Transit Potential, The Types Of Intermodal And Multimodal Transport Service Market, Railway Transport Infrastructure, The Main Router, Logistic Concept, Simulation Model.*

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### INTRODUCTION

The stable development of international economic relations is mainly determined by transport activities. The length of the transport route in the world 50 million. more than miles to stabilize at a level is observed. According to data from the world bank, nowadays “the international transport market is equal to 2.2 trillion marks (by gdp-6.8%)”. The share of transport in gdp in most countries of the world 4 - 9 percent of the population in employment 3-7 percent[1]. On the one hand, the transport system of the national economy, the level of development of the country reflects the level of security on the second hand.

World transport system to the effective development conducts comprehensive research on. In particular, the railway transport system, economic development approach to a complex issue, the railway transport system, providing the formation of the effective development of economic approaches on conducted the ayogan studies at the railway development of the transportation network of the positive effects have been noted, nevertheless, the direction of these effects and

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the scale was not on form complex thoughts. Proceeding that, the railway transport system of economic development determines that additional research should be conducted.

As one of the important sectors of the economy in the country paid special attention to the rapid development of transport and communications. In this regard, Uzbekistan's strategic development at new years 2022-2026 also "the development of transport and logistics services and market infrastructure, railway infrastructure and to deliver 60 percent of the level elektrlashtirish the rapid development of the road network, transport for foreign trade in the field of "green corridors" and 15 million tons of transit cargo transit capacity to deliver and expand the volume" is defined as priorities[2]. one of the most important tasks were identified, and in reference to the president of the oliy majlis of the republic of Uzbekistan "internal and external market our product delivered to cultivate the necessary costs of the transportation and logistics sector whose ulu a to start"[3] noted that. This in turn of the country's transport-transit potential and the delivery of modern technologies, effective use to and railway transport system, economic development, the improvement of the model for scientific research with the goal represents.

### **ANALYSIS OF LITERATURE ON THE SUBJECT**

Railway transport is localized and the development of the system of theoretical and methodological principles of the research identifies a number of foreign scientists. According to this English economist Anthony Venables, "transport of goods and passengers to meet the transportation needs of the complex network of social production is understood to be the sum of people specialized xojiligi"[4].

D. Bauersokhsning opinion of the organization of cargo transportation and economic efficiency advantage compared to the traditional method included the issues of the organization of multimodal and intermodal transportation of cargo in the case of a particular problem I have. The same author, along with the transport networks, transport companies transport system that includes means of transport and have [5].

G from the scientists of our country'. Samadov, Zoxidov A.A. Gulamov, and in the opinion of Ravshanov M. "transport system – this load and their interaction in the process of delivery address stands passengers transport and infrastructure of the complex, that is, which are mutually associated with the transport sector, the economy of the country and the labor resources and effective management of all types of transport in order bosharish tushiniladi system" [6].

### **ANALYSIS AND RESULTS**

The effective development of the economy of the world state in the main "blood circulation" acting transport in the complex acquires a particular significance. Effective transport system in the internal market cross optimize the movements of materials and products, in the same number of the country's economic competitiveness in foreign trade boosts allows to accelerate the process of integration into the world market. In general the country's large-scale inter-regional economic relations in the broad sense of a higher rate of development to be directly related to the effective functioning of the transport infrastructure[7].

Railway transport enterprises from the perspective of the interests of society and the network concerned with the implementation of the current interests of the proverbial column. This railway transport system is effective and the introduction of a targeted approach to the development of the entire organizational-economic system, which has many properties which

cover an integral and important theoretical and methodological basis of its general shows that it is necessary to develop a model[8]. Today, the concept of activity in the proportion of all participants in the transport market on the basis of mutual regulation by the state of new strategy and to develop a model of railway transport is a pressing problem.

Therefore, the main business indicators of railway transport system, transport and logistics infrastructure of the stages of development learn and recommendations on the elimination of problems in the system of the main issues in development today has been one. The local load tash in uzbekistanuv volume share of 5.3%, the share of transit transportation and the size of 92.5% will come on to railway transport[9].

Transportation is provided to the main brand of the product coal, grain, oil, ore, mineral fertilizers and other large shed which is included in the liquid and increases the size of the load (1table).The data of the table as it is seen from the outside railof the load ladi bulk to the product of the mining industry (coal, oil and oil products, ferrous and nonferrous metals, ore) comes on.

**TABLE 1 THE VOLUME OF CARGO TRANSPORTATION RAILWAY TRANSPORT IN SOME KIND OF<sup>1</sup>THOUSANDTONS**

Indicators	2015	2016	2017	2018	2019	2020	2021
were established by	971,0 3	3 712,7	442,9	632,6 5	5 231,0	459,2 4	5 673,8
of oil and oil products	773,9 10	10 661,4	10 961,9	769,4 6	6 156,2	951,6 5	5 372,2
black and nonferrous metals	959,5	887,2	812,7	079,3 1	1 280,9	stood at tl 113.2 1	1 054,9
chemical and mineral fertilizers	304,2 4	4 381,3	4 049,8	451,4 3	3 602,6	210,9 4	4 641,7
the cost of building	7 728,7	690,3 6	6 329,4	475,3 5	5 575,5	071,9 4	5 607,7
Cement	325,7 5	5 514,1	4 846,4	866,4 4	5 112,0	5 044,5	4 582,1
wood products	46,3	21,2	18,9	27,1	31,2	19,7	23,0
grain and grain products	266,9 1	1 269,6	662,4 1	1 737,1	645,2 1	1 898,6	2 000,4
<b>Total</b>	<b>376,2 34</b>	<b>33 137,8</b>	<b>29 124,4</b>	<b>038,6 29</b>	<b>28 634,6</b>	<b>769,6 26</b>	<b>28 955,8</b>

Delayed delivery of goods the content of the saved time to stop the action to be punktilarida problems caused by this condition iron before you own the road transport tasks ensure effective execution of moving the content to faolyait necessary to increase the effectiveness ofstained shows. 2-table of general use in working, shipping, moving from the use of some type of structure provides descriptive information.

**TABLE 2 INDICATORS OF RAILWAY TRANSPORT IN UZBEKISTAN<sup>2</sup>**

Indicators	2016	2017	2018	2019	2020	2021
Lokomotiv productivity, tv brutto thousand per day,	947	1015	1056	1110	1190	1200
wagon load the productivity of my tv netto	30	30,4	30,8	to	32	32,2

per day and				31.1		
train load on the plots of the average speed, km-hours	32	31	30,6	31,3	30	31
load of the train technical speed km-hour	39,3	39,7	and 40.4	40,7	41,1	41
wagon load average circulation time, daily	4,6	5,78	4.2	4,1	3,84	3,9

The volume of shipping in the last fifteen years, 27% and the number of passengers increased by 86% in this period that were used in the process of transporting the park's main stock that have been lokomotivi 18,2 percent reduction can be observed. Cargo train to the speed of the block by 9.6% and decreased since a certain level of ability in railway transport, which lead to a decrease in conductivity[10]. In the years 2016-2021 cargo train speed, the average speed is much lower than the prescribed technical on the block and if, in the opinion shows the speed of the train to scan the negative effects of the following factors:

cargo train to be late from time the established norms;

technical failures in the station;

stansiyalarda technological fulfilled with the gastric train timeeitherof rlarng the increase;

gastric term spending time in the station to the elimination of such a systemeitherrining increase;

the load p isassociated with the movement of staff oyezdzlar negative effects.

The year 2019 included in the system of transport in total investment volume of around 6% of 2.5 times over the year 2009 was reduced to the main blood vessels of the country's economy - the volume of investments in railway transport, stays involved in years 2014-2016 by 24% and increased in the years 2017-2019, while 18% is observed that decreased by (3-table).

The results of the analysis according to the year 2021 in the “Uzbekistan railways” joint-stock company investments, which are involved in the main part of the republic of uzbekistan foreign loans under the guarantee of almost 40% in the next place private funds 35% I have to take[11].

Opinion, following the i railway transport systeminvolved nvestitsiyalar of the main directions to be worthwhile:

the development of new forms of cooperation with foreign transport and logistics companies;

“Uzbekistan railways” joint-stock company selling and renting of real estate assets by attracting investment to participate in the project;

of the country, the railway network of the implementation of the objectives of development and business the power of the state to combinethe nest give afit public-private partnership mechanisms to use.

**TABLE 3 “UZBEKISTAN RAILWAYS” JOINT-STOCK COMPANY INVOLVED IN THE ACTIVITIES OF THE VOLUME OF ONGOING INVESTMENTS TO<sup>3</sup> MILLION.DOLLARS**

The project, which is at the initiative and sources of funding	Year					
	2016	2017	2018	2019	2020	2021
funds Society	379,28	386,77	251,40	252,99	212,05	205,64
dalv budget	109,88	85,11	61,64	72,92	66,28	68,04

foreign loans under the guarantee of the republic of uzbekistan	212,12	133,61	126,86	81,91	126,55	226,99
commercial bank loans	50,0	0,0	17,41	47,03	20,00	1,36
Of of direct foreign investment	0,0	12,60	29,78	61,48	53,66	51,25
O'zbekiston Respublikasining qayta tiklanish va rivojlanish dasturiga	79,90	116,08	40,23	86,92	36,62	22,73
<b>Total</b>	<b>831,18</b>	<b>734,17</b>	<b>527,32</b>	<b>603,25</b>	<b>515,16</b>	<b>576,00</b>

A wide range of quality transport and logistics services, and the range of their aspects can change from a wide range of factors, which can be the effects of competitive services and costs to display the value of the same term, other factors consumers to the enterprise in the field of logistics services to a specific strategy to have accounted for that is noted. Comparative analysis of the costs of shipping quotes in the type of Transport (table 4).

Noted that it should be, in the country today shipping activities, the share of private companies constantly increased it. Private companies moving the content performed by state of the effects of the tariff system is in the form of transportation. Accordingly, rail, road transport was the most important structural reform, it consists of the following terms [13]:

continuous activity and ensure the safety of the transportation process;

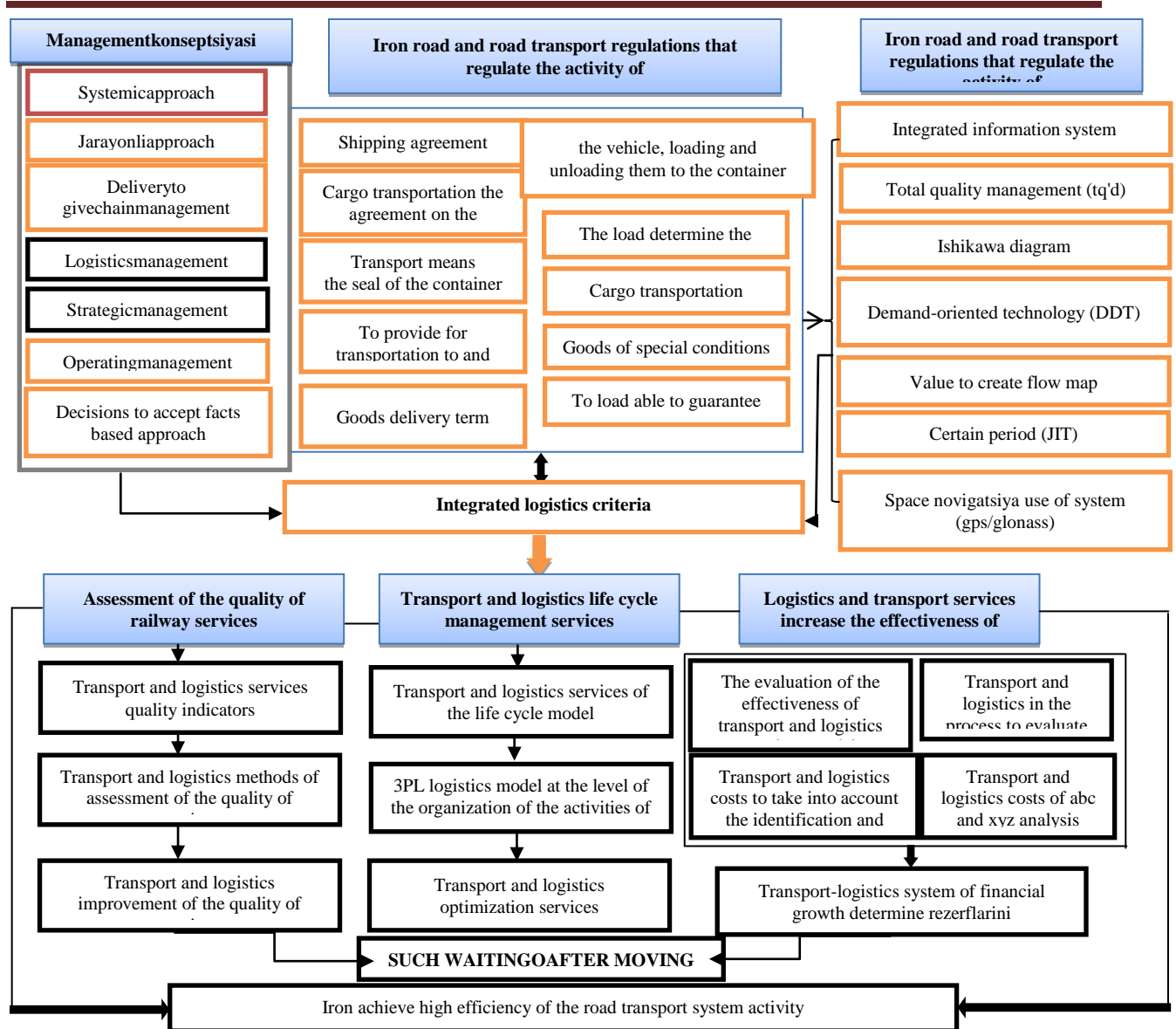
regulation by the state and the market economy, self-management mechanisms together in a way acceptable keeping.

In this connection, the implementation of the following measures, in accordance with purpose:

monopoly and competition barrier arranged succumb to gradual activity;

to take into account the budget and financial resources from the budget and on the methods they use in addition to distinguish.

In the meantime, rail road transport certain types of activities, namely infrastructure, network services trunk railway power supply systems and devices, and other economic and technological reasons for locomotive saved their monopoly of the features of [14]. Uzbekistan for railway transport of the re-organization of the network to create the optimal initial conditions for the introduction of quality management and the market structure. Below imitations railway transport system was proposed model of economic development (the 1st picture).



1-picture. Railway transport system development economic mechanism<sup>4</sup>

The proposed railway transport imitation economic development model of the six directions are included. Model based on the research development of railway transport mudatli long addressed the problem of the development strategy to be based on [15]. Complex development accounted providing imitation model strategic to increase the competitiveness of railway transport, transport and logistics transport and transit potential and the effective use of the system, reduce costs, enhancing service levels and the development of the market factors that enables us to offer new services to guide you.

### CONCLUSION AND SUGGESTIONS

The proposed railway transport economic development model of the state, society and aimed at ensuring a balance between the interests of railway transport, legal, administrative, financial-economic, ecological, and includes innovative ways. Complex development of railway transport in the model listed destinations insortingli autsortingli and to strengthen integration, strategic

diversification, expansion of the transport system by adding to its stable and will ensure the comprehensive development world.

Also, the economic development of the railway transport system for the purpose of implementation of measures in accordance with the following:

- Change the setting step and the principles ariflarni-stage transition to the new tariff system, fix koeffitsentlar reduce the number of railway to provide through traffic from all sides, reducing the types of funds;
- O‘z for cargo transportation by railway transport and lokomotiv wagon for the creation of private companies to haveto create conditions through the n trainat a competitive environment in the field of shippingto the formation;
- Increase the efficiency and reliability of transport and logistics system,until the year 2030 electricitybills equipped with a 55 percent share of rail to delivery. To do this each year an average of 168 km railway to provide the electric energy zarur, while the volume of investments 5,34 billion. dollars should be for. Wagon up to the year 2030 and lokomotiv update for 1.2 billion. investing need to spend dollars:
- Konteynersat term were transported to the transport of cargo in container traffic to reduce the spending needed to increase 10 percent to 25-30 percent of payment;
- Increase the effectiveness of the transport system to the expansion of a network of multimodal transport and logistics centers in the region;
- Shipping, intermodal and multimodal transportations and legal base of normative, technical and technological regulations and standards, logistics centers, transport-forwarding activity without the combination of international standards;
- The organization of integrated multimodal transportation system will be effective to ensure that information;
- The formation of a national network of logistics centers, customs, transport and logistics of the operation them at least 3PL ensure that should be at the level.

Thus,the quotes in the development of modeli is based on the strategy of scientific development of railway transport in modern conditions defines the problem to be solved. Complex developmentaccounted providing amodel of strategic increase the competitiveness of railway transport, reduce costs, enhancing service levels and the development of the market factors that enables us to offer new servicesto guide you.

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