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A STUDY OF INCREASING THE ECONOMIC EFFICIENCY OF TRANSPORT SERVICES

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ABSTRACT

This article describes the main directions that determine the efficiency of the railway transport services, the relationship between the concepts of railway transport services, transport system and transport infrastructure and the main factors influencing the choice of mode of transport, suggestions for improvement are given.

KEYWORDS: *Transport System, Railway Transport Services, Railway Transport, Transport-Logistics, Transit Transportation, Cargo Delivery, Hierarchy Of Tasks, Transport Complex, Services In GDP, Transport Infrastructure.*

INTRODUCTION

The process of globalization of global integration processes requires increasing the economic efficiency of the transport complex and transport services. Today, "transport services as an important sector in the global division of labor account for 8% of the world's employed population, 15% of economic costs and 6% of GDP"¹. This will allow for the effective organization of transport services, the creation of new jobs and the development of related industries. At the international level, the provision of railway transport services in both quantity and quality is becoming increasingly important. In this process, the market of road transport services is an important segment, "its share in the world's GDP was 6.8%."²

A number of tasks have been set to bring the transport services sector to a new level in the country. Fulfillment of these tasks demonstrates the need for a number of economic mechanisms for innovative development of transport services, including economic justification of the existing transport services market, the formation of a regional cluster of transport services, the development of institutional framework for this sector. In this regard, the topic of research on the scientific basis for improving the economic efficiency of transport services is relevant.

Analysis and results

At present, the service sector plays an important role not only in the economy of a particular country, but also in the global economy as a whole. In recent years, the share of services in GDP has been growing steadily, the number of employees in the service sector is also positive, and international trade in services is actively developing.

Today, the service sector is one of the most important sectors of the economy. Positive results have been achieved due to the implementation of the policy of state support, stimulating the development of the service sector in our country. Resolution of the Cabinet of Ministers of the Republic of Uzbekistan "On the program of development of the service sector in 2016-2020" sets out the priorities and tasks for the development of the service sector of Uzbekistan, including: increase of gross domestic product through the development of services, bringing its share in the economy to 48.7%; 2.4-fold increase in services in rural areas by 2025; creation of conditions for rapid development in the service sector, implementation of structural changes through the development of engineering, communications, automotive and transport infrastructure, the introduction of modern information and communication technologies in the industry; formation of a competitive environment, assistance in the development of small and private businesses; expansion of various innovative services, new communication facilities; providing technical capabilities of the population to the telecommunications network, providing high-quality services based on them, ensuring the transition to digital telephone and television systems, increasing the share of communication and information services in the economy of the republic by 2.5% by 2025; development of financial services with the introduction of modern electronic payment technologies; further development of high-tech medical services³.

Comprehensive development of the service sector is an urgent issue of sustainable economic development, employment and living standards.

Today, a wide range of transport services is leading to the development of international relations - the formation of a global economy - by ensuring the growing flow of freight and passengers around the world. Achievements in the field of scientific and technological development, ie the mass introduction of innovations in various sectors of the economy, including in the field of transport services, have become a relevant process.

Offering a wide range of services to a wide range of consumers in the transport services market will lead to increased competition. The availability of a carrier option in the market, i.e. the ability to move from one carrier to another at low cost, increases the likelihood that the customer will leave the competitor and vice versa.

TABLE 1 FACTORS INFLUENCING THE DEVELOPMENT OF TRANSPORT SERVICES⁴

Factors	Models	Note
Potential competitors effect	Behavioral patterns of competitors	Competitive or aggressive policies by competitors
	Barriers to market entry	The initial cost of entering the market is low, and the range of services is normal
	Barriers to exit from the market	Costs of exiting the market are high due to the need to start a business again
	The difficulty of entering the transport market	Absence of aggression against those entering the transport market
Manufacturers effect	The difficulty of providing access to distribution channels	Availability of a large number of independent intermediaries in the field of sales of transport services
	Competitive advantages	- investment in transport infrastructure; - Ownership of assets of manufacturing enterprises; - Ownership of personal vehicles.
	Peculiarities of the product delivery channel	Variety of products of the manufacturing enterprise
	Segmentation of product supply channels	Formation of a stable flow and the ability to select a carrier
Importance of the service for the consumer	Importance of the service for the consumer	Availability of free choice of carrier
	Consumer status	Corporate client for the carrier, the uniqueness of the consumer
	The exact type of services consumed	Low level of service diversification
Quality of services offered	Quality of services offered	Attempts to improve the quality of services at the expense of additional costs
	Price (tariff)	The high level of supply determines the upper limit of price change. Relatively low prices for specific types of services provide a competitive advantage
	"Switching" costs	Low cost of offering other services

Obstacles to exiting the transport services market or a certain segment of it lead to increased competition, and barriers to entering the market or a certain segment of competition lead to less competition. It should be noted that changes in the prices of goods transported by transport operators also lead to an increase or decrease in competition.

In view of the above, the general picture of the evaluation of the economic efficiency of transport services is described below. In our opinion, by assessing the economic efficiency of railway and road transport services, it will be possible to identify ways to use innovative technologies to ensure the future development of the enterprise. (Figure 1).

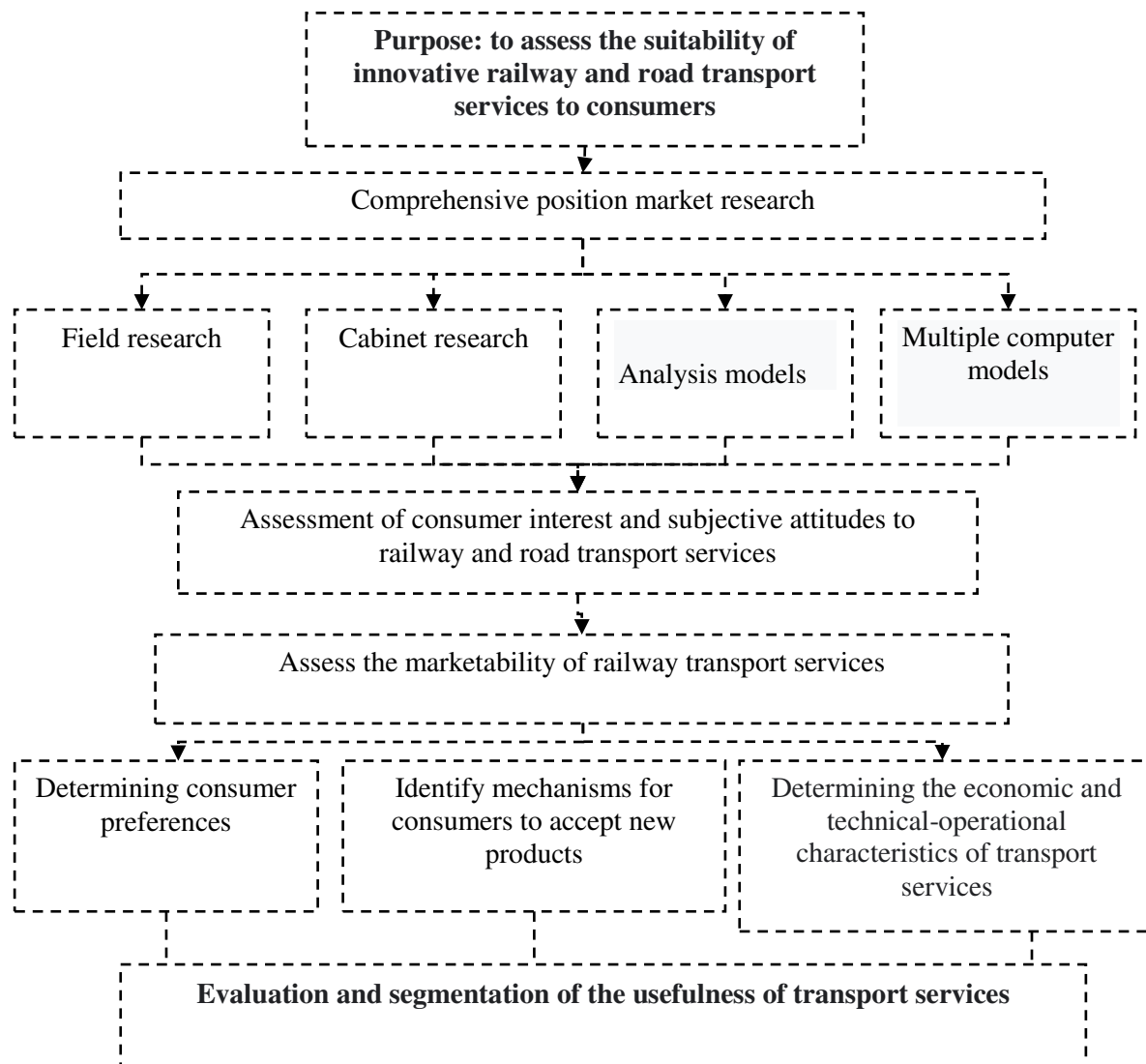


Figure 1. Evaluation of the economic efficiency of railway and road transport services⁵

In the process of developing new types of transport services, more attention is paid not to the evaluation of this service, but to the study of the market. This, in turn, suggests the use of innovative marketing technologies to effectively and successfully market the services provided by railway and road transport enterprises.

The existing problems in the railway transport system are one of the factors hindering the growth of the country's economy. Therefore, it is advisable to consider these issues separately:

- to meet the growing needs of the economy as the economy expands and the population grows;
- providing high quality services to meet the needs of consumers;
- development of measures to minimize transportation costs in the cost of production;
- Achieving high efficiency of the transport system.

The functions listed above can be summarized as follows in a hierarchical sequence (Figure 2).

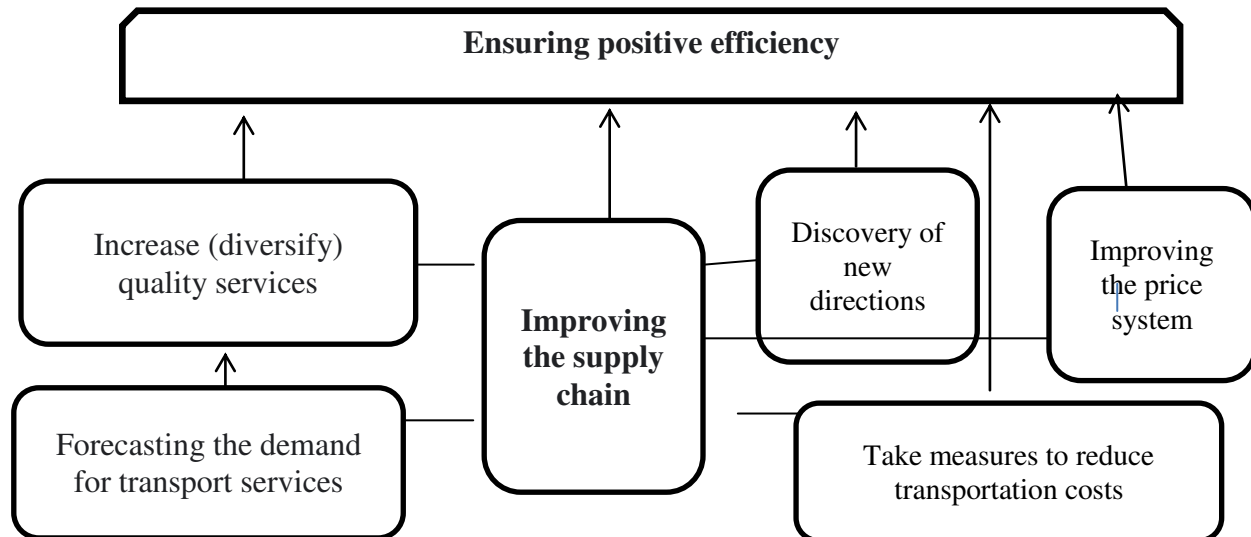


Figure 2. Tasks for the development of the railway transport system⁶

Based on the above considerations, in this study on improving the economic efficiency of transport services, the author proposed the following areas:

- establishment of scientific and technical capabilities and efficient use of production resources;
- improving the system of vehicle maintenance on the basis of modern technologies;
- to reduce or eliminate the damage caused to the environment and the economy by the transport system;
- the constant increase in expenditures for modern infrastructure and the search for new sources of revenue to meet this demand;
- facing crises in the economy and the reduction of the established level and amount of payments and tariffs for the use of infrastructure services, may require additional government subsidies;
- improving the system of public administration and discipline, with an increase in regulatory areas and facilities, including the legal use of infrastructure services;
- mutual division of responsibilities and tasks between the transport companies and infrastructure in terms of technology and operation between the economy and the system of transport safety.

Therefore, based on the above considerations, the following problems affect the slow pace of transport services:

- high freight costs by rail;
- about 60% of railway cars have been in service for 20-30 years, and 13% for more than 30 years;
- 1.5% of refrigerated cars are involved in international transportation (15-20% of demand), which is 4% of railway cars;
- in 2017, 68% of trucks involved in international transportation were 15-20 years old and 10%

were 20-30 years old;

- more than 70% of the country's highways do not provide optimal traffic speeds;
- about 30% of the fixed assets of the warehouse are physically and mentally obsolete;
- the level of mechanization of loading and unloading operations is 20-30%.

CONCLUSIONS

Thus, in order to avoid the above problems, it would be expedient to identify the following main conceptual directions:

1. The following measures should be taken to reduce the growth rate of transport services:
 - changing the principles of tariff setting and the gradual transition to a new tariff system, reducing the number of correction factors, reducing the types of financing of rail transportation from all sides;
 - formation of a competitive environment in the field of rail freight by creating conditions for the establishment of private companies for freight transportation by rail with their own locomotives and wagons;
 - improving the speed and reliability of transport services, increase the share of electrified railways to 55% by 2030. To do this, it is necessary to provide electricity to an average of 168 km of railways annually, with an investment of 5.34 billion soums. dollars. 1.2 billion to upgrade locomotives and wagons by 2030 It is necessary to invest in dollars:
2. Expanding the network of multimodal transport and logistics centers in the regions to increase the economic efficiency of railway and road transport services through:
 - harmonization of normative and legal base, technical and technological regulations and standards, logistics centers, freight forwarding activities in accordance with international standards;
 - establishment of an integrated information system to ensure the efficiency of multimodal transport;
 - developing formation of a national network of customs logistics centers, ensuring that transport and logistics operations are at least 3PL.

Thus, increasing the economic efficiency of railway and road transport services will lead to the saving of all production and material resources, the acceleration of production, the reduction of transport costs and the development of sectors of the economy.

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