

CONCEPTUAL ESTABLISHMENT OF NEEDS FOR ECONOMICAL IMPROVEMENT OF THE TRANSPORT FRAMEWORK

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Abstract: Our article revolves around determining the theoretical prerequisites essential for elevating the economic status of transportation infrastructure.

Keywords: economic, social progress, social generation, substantiation, transport figure, transportation, communication.

Transport has continuously played a critical part within the advancement and situation of social generation, moving forward its structure, moving forward the division of social labor. Its significance is especially apparent as effective calculate within the advancement of advertise relations in understanding all sorts of integrator issues of the national economy and as critical connecting element of macro-statistics between providers and consumers within the prepare of development of products within the circle of circulation. Arrangements to complex and multifaceted issues of the arrangement and advancement of the transport framework of Uzbekistan are related with: (1) substantiation of criteria for surveying the effect of the transport figure on the supportability of the country's financial development; (2) distinguishing proof of needs and headings of approaches to the improvement of a long-term procedure for the advancement of the country's transport methodology; (3) arrangement of a logical and instructive framework within the field of; (4) the improvement and adoption of a strategy for calculating the transport capacity of the economy and the competitiveness files of transport administrations Within the future will require the change of components and apparatuses for the usage of these arrangements. counting the improvement of unused and modification of existing organization standards and rules for directing the economy. The reason of the state transport approach is to guarantee the energetic improvement of this industry, competent of assembly the wants of citizens and financial substances in administrations for the transportation of individuals and products with negligible time and budgetary costs and with the vital level of security [1].

Transport as essential circle of the national economy plays vital part within the working and advancement of all its circles and is of key significance in overcoming regional disunity and guaranteeing the solidarity of the financial space within the nation. Progressed improvement and modernization of transport foundation are a vital

condition and critical figure within the socio-economic advancement of the nation and fortifying its competitiveness. The premise for the working and advancement of the transport administrations showcase is the competition of autonomous non-state administrators. The working and advancement of the transport segment are guaranteed on the premise of an ideal combination of state control and showcase standards of self-regulation.

Enhancing transportation safety is a crucial national priority for addressing developmental and operational challenges within the transportation and logistics industry. The transportation sector is undergoing structural transformations that revolve around upgrading anti-monopoly rules, which will facilitate a gradual shift from price control to an open-market economy that will govern tariff pricing. Transportation plays a pivotal role in upholding defense capabilities and bolstering national security. The state bears the responsibility of ensuring that transportation functions safely and guarantees freedom for citizens' movement and goods transfers within the precinct of the national single economic space. The distinct characteristics and variations in economic and social progress within different regions imply that a customized strategy is needed for the placement of the main transportation network. This involves prioritizing the shortest and most efficient routes for transit traffic while taking into account the network's territorial location that spans beyond the region. The foundation of the country's transportation infrastructure development relies on the country's parts of international transport corridors (MTCs). As market relations continue to advance in the future, the government's role as a transport services provider should be gradually replaced by the privatization of infrastructure, with owners being given specific responsibilities to the state. Some communications and infrastructure facilities ought to be owned by the state, mainly because their strategic value guarantees the safe and environmentally responsible operation of the transportation network. The supporting transport network is incomplete without the inclusion of border crossings. The infrastructure pertaining to transportation and communication can be applicable to any type of ownership. As market relations become more entrenched in the country, the state's responsibility to de-monopolize certain sectors, particularly those that were once seen as solely natural monopolies such as railways and air transportation, is growing. Current laws dictate the regulations and prerequisites for offering transport infrastructure amenities and holding public infrastructure entities accountable, which are overseen by the State.

Uzbekistan has initiated the process of establishing privately owned airlines and airports, as well as joint-stock companies in the aviation industry. Significant effort has been dedicated to developing non-state-owned international logistics centers along railways in various regions such as Tashkent, Chinaz, and Termez. In the coming times, with the progress of the market

It is crucial to carefully consider potential measures for enhancing the funding mechanism for transportation infrastructure within the nation. Profundity and extent of its alterations ought to encompass significant alterations in modes and modalities of transportation funding, both at the macro level aimed at enhancing the investment climate, and at the micro level targeted to ameliorate the effectiveness of investment undertakings in transportation domains within every territory. Our perspective is that it is necessary to initiate a comprehensive overhaul of the transport infrastructure development financing system. This would involve the following measures [2, 3]: subsidizing a portion of bank loans from the state budget to increase credit resources and facilitate investment projects, and providing state guarantees for loans; considering the requirements of transport infrastructure in setting the terms for borrowing and land acquisition; furnishing state guarantees for investment obtained from domestic and foreign investors to finance significant transport projects; expanding payment for infrastructure usage to encompass operational expenses; and assisting with the establishment of modern corporate structures, consortia, and other investor associations to finance pricey projects, with private and possibly foreign investors involved. The fundamental principle behind Uzbekistan's approach towards transportation policy involves the segregation of responsibilities with regards to state regulation and economic operations, where private entrepreneurs play a crucial role. In order for the transport industry to operate sustainably, it is crucial to enhance antitrust laws and gradually shift from price regulation to a free market system within the market sector. It is crucially significant in the realm of railway transportation due to the widespread belief that the sector holds an unchanging, dominating monopoly. It is widely recognized in global experience, such as the situation in the United States, that nearly all railways are operated by private entities. In excess of 560 are currently in service, with over 500 local firms contributing to this number. Long-distance passenger services are exclusively provided by a single unified corporation known as "Amtrak" [4].

During his speech to the OliyMazhlis on January 25, 2020, Sh. Mirziyoyev, the President of Uzbekistan, emphasized the need to distinguish between the transportation of passengers and cargo, as well as operation and maintenance, in the railway sector. This would involve setting aside the natural monopoly aspect and concentrating on developing areas where the private sector could potentially play a role. It is essential to consistently convert state-owned enterprises that are competing with private businesses in the transport industry into privately owned entities. Simultaneously, the State upholds accountability for ensuring the safety of the transportation procedure, maintaining the condition of the transportation infrastructure, and supplying transportation services in domains where the marketplace is insufficiently matured. The underlying idea behind it is to minimize unnecessary intervention in the

administration of transportation operations, encompassing aspects of transport business as well as regulatory matters pertaining to the industry. The process of gradually removing regulations from the transport industry is seen as a significant method for ending its monopolistic control. Acknowledging that the railway infrastructure is a natural monopoly, it is imperative to enhance the competitiveness of the railway company in the local and international transport service markets.

The author has proposed a thesis that advocates the gradual reorganization of railways in order to achieve a specific objective. During the initial phase of the reforms (2021-2022), it is crucial to distinguish between public administration functions and the management of economic activities, while also separating monopolistic practices from competitive ones. The involvement of the state in joint-stock companies is only reasonable if it pertains to transport firms that are crucial to the long-term viability of key sectors within the domestic transportation services industry. During the next phase (2023-2024), it will be necessary to develop strategies for administering railway operations and ensuring effective communication between the emerging market entities and their customers, as well as other transportation companies. In the third phase, starting from 2024 to 2025, efforts can be made to resolve the challenges associated with separating the infrastructure into repair and maintenance units. To enhance its investment potential, the railway sector must undergo structural changes that involve excluding non-core activities like social and household affairs, such as industry colleges, from its purview, except specialized ones. The company must also reduce the misuse of its funds to curb non-production costs. This will make the industry more flexible and enable transparent tariff regulation and activities. The railway management system must undergo upgrading and enhancement as the core business of the company, specifically transit transportation, is experiencing a decline in profits. The infrastructure of the industry requires substantial investments that come with a prolonged return on investment, resulting in a lack of appeal for investors. Smart paraphrasing: The main objectives of breaking up the railway monopoly, establishing a market that fosters healthy competition, and drawing private investments require providing fair access to railway infrastructure for independent freight operators and rolling stock users as per the safety regulations. This requires revising and adopting regulatory frameworks for transportation in the prescribed manner.

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