SHOWCASE STRATEGIES OF ADMINISTRATION OF CUTTING EDGE VENTURES

Masharipov Masudjon Numonjonovich

PhD, dean of the faculty of "Economic" TSTU

ISSN: 2181-4027 SJIF: 4.995

Abstract: This article looks for to supply an explanatory overview centered on the techniques used by directors within the administration of driving trade endeavors. In specific, the examination is pointed at illustrating procedures that have been effectively utilized to guarantee the successful administration of these ventures.

Keywords: principles, scientific guidelines, production, management, methodology, technological capabilities.

Despite the distinctness of every enterprise, there remains a lack of comprehensive research in the realm of theoretical management pertaining to the evolution of enterprise management. The science of management has a relatively brief past. In the early 1900s, F.Taylor established scientific guidelines for organizing production in industry by utilizing an engineering methodology aimed at enhancing workers' efficiency. These principles served as the groundwork for the field of management science. Henri Fayol's "principles of management" prompted further advancement in the field of management. The advancement of cybernetics and computer science had an impact on the evolution of management science, specifically in the utilization of computational techniques and mathematical models to make managerial decisions. This led to the emergence of a cybernetic management approach. During the 1970s, a methodical method was created, resulting in the formation of strategic management. The business was acknowledged as a framework susceptible to external factors. In the 1990s, the study of efficient Japanese management and management that relies on "organizational culture" commenced. The most recent advancement in management theory is the idea of achieving superior levels of production known as "world-class production." This idea centers on utilizing the most recent innovations and concepts, as well as the capacity to operate in accordance with the most rigorous global norms.

Contemporary management studies primarily focus on the observation and analysis of enterprises' operations and specific facets. Nonetheless, research cannot be simplified as solely examining the actions of singular businesses and restricted only to scrutinizing specific angles of management. Empirical studies of enterprises will only prevail if there is no establishment of a comprehensive scientific approach to investigate them and if the outcomes of successful techniques are not systematically generalized. Through examination of literary sources, it can be deduced that

contemporary management is a highly varied field consisting of numerous conflicting theories, models, and methodologies. The term "management jungle" aptly reflects its current state.

When examining theoretical perspectives on managing a business, one must consider various factors that shape contemporary enterprise management practices, based on the subject being studied, in these circumstances. The first factor contributing to changes in enterprise activities and management is the global economic globalization and the equalization of technological capabilities across enterprises. Secondly, the emergence of new roles, tasks, and characteristics in enterprise management are causing significant changes. Thirdly, the priorities and limitations imposed by society are affecting management activities. Finally, the high frequency and magnitude of changes in production technologies and business environments are further contributing to this dynamic landscape.

That's, the speeding up of logical and innovative advance and the concentration of generation make prerequisites for significant changes within the administration of enterprises, and this requires their thought within the investigate of undertaking administration, the arrangement of unused hypothetical sees on administration and particularly its improvement.

It is accepted that in arrange to meet advanced prerequisites, the most consideration ought to be paid to the structure of the undertaking, related to the outside environment and advances. Depending on the area and the proportion of the number of these variables, there are four models of the undertaking:

- 1. Conventional generation Demonstrate (Traditional-Craft Show);
- 2. Mechanical Bureaucratic Show (Mechanical Bureaucratic Demonstrate);
- 3. Blended Mechanical-Organic Demonstrate;
- 4. Natural Proficient Show.

Essentially, the management methods employed by a company are shaped by adjustments in its internal management needs, taking into account its utilized resources and processes, adherence to external factors, the organization's structure, and its performance metrics. In the traditional enterprise model, employees are viewed as costly to maintain, whereas in the organic model, employees are seen as the primary asset of the enterprise with maintenance and development costs being regarded as investments in this valuable resource. Theoretical constructions lacked thorough consideration of improvement concerns as the research prioritized achieving its objectives. Undoubtedly, the actual issues faced by contemporary businesses are a long way from the notion of a "perfect organization." However, striving towards this benchmark is important, and with the aid of the current management methods, these objectives can be attained. The "organic" approach to enterprise management represents an alternative model. This model proposes that companies ought to be

adaptable, unencumbered, and nimble, with malleable systems that allow for effortless modifications. The evolvement of management in this scenario ultimately revolves around the manager assuming a fresh role as a coordinator, exhibiting their expertise and novel proficiencies. The organization can have a combination of both mechanistic and organic models, but the crucial factor is the synchronization of operations and the unification of all components. The aforementioned deduction arises inherently from the fundamental structure of the enterprise, which is composed of two facets. The mechanistic nature of the lower section, where operational tasks occur, allows for internal processes to be refined in order to enhance efficiency. The organic model within the upper echelons of the enterprise, focused on resolving environmental interactions, requires measures aimed at altering external relationships for optimal efficiency.

A smart paraphrase of this text could be: G, a recipient of the esteemed Nobel Prize in Economics. The concept of intellectual capital was introduced by Becker. As per her views, the driving force behind economic progress and advancement is not capital, technology, or any other elements, but it is manpower. Therefore, the primary focus of organizational growth should revolve around the development of personnel. This idea is applicable to the industries that operate in the 4th and 5th technological phases, but it is not suitable for conventional mass manufacturing. Our findings indicate that while initial theories merely suggested the impact of management on a company's outcomes, current models propose a systematic approach to enhancing competitiveness through the improvement of organizational capacities within businesses. As such, adaptability and willingness to embrace change could be regarded as a crucial component of contemporary management systems. According to Japanese management experts, the sustained progress and evolution of businesses heavily rely on their capacity to predict shifts in markets and implement essential advancements. We believe that the incorporation of technology into the supervision of all aspects of material production is paramount for enhancing enterprise management. The process of implementing technology in management involves categorizing management procedures as either conventional or innovative. This division forms the basis of technologization of management.

- 1. Rationalization of administration exercises:
- 2. Step-by-step control and location of deviations;
- 3. Replication of best hones;
- 4. Application of logical strategies and administration apparatuses.

The most drawback of this strategy is its center on a moo level of administration and restricted pertinence for endeavors with cutting edge administration. It can be concluded that management change may be a uncommon prepare, which, due to its nature, ought to be portion of administration. In this case, the administration of

undertakings comprises of two frameworks of action – operational and advancement, which are characterized by its genuine effectiveness and advancement effectiveness. Division of administration errands, i.e. the nearness of a double administration movement – the accomplishment of operational proficiency and guaranteeing advancement have not been adequately reflected in present day administration speculations.

References:

- 1. Gulamov, A. A., Ozatbekov, Y. F., & Ozatbekova, O. N. (2022). INNOVATION-ORIENTED WAY OF DEVELOPMENT OF A MODERN UNIVERSITY. *Journal of new century innovations*, 15(3), 53-59.
- 2. Ozatbekova, O., Ozatbekov, Y., & Gulamov, A. (2022). DISTINCTIVE FEATURES OF THE TURKISH INVESTMENT POLICY. *Current approaches and new research in modern sciences*, *1*(1), 4-8.
- 3. Ozatbekova, O., Ozatbekov, Y., & Gulamov, A. (2022). ТЕОРЕТИЧЕСКИЕ ОСНОВЫ ИПОТЕЧНОГО КРЕДИТОВАНИЯ В ЭКОНОМИКЕ. Solution of social problems in management and economy, 1(1), 4-6.
- 4. Ozatbekova, O., Ozatbekov, Y., & Gulamov, A. (2022). THE IMPORTANCE OF THE DEVELOPMENT OF FINANCIAL MARKETS IN THE ECONOMY OF UZBEKISTAN. Zamonaviy dunyoda ijtimoiy fanlar: Nazariy va amaliy izlanishlar, 1(20), 40-45.
- 5. Abdullayevich, G. A., & Qizi, R. S. S. (2022). ИҚТИСОДИЁТНИ РАҚАМЛАШТИРИШ ШАРОИТИДА РАҚАМЛИ МАРКЕТИНГНИНГ ЎРНИ. Трансформация моделей корпоративного управления в условиях цифровой экономики, *I*(1), 149-154.
- 6. Abdurakhmanov, O., Gulamov, A., & Shjaumarov, S. (2021). Improving the needs of economic sectors for transport services on the basis of national standards.
- 7. Abdullaevich, G. A., & Khikmatullaevna, S. M. (2021). A study of increasing the economic efficiency of transport services. *South Asian Journal of Marketing & Management Research*, 11(9), 34-40.
- 8. Abdurakhmanov, O. K., Gulamov, A. A., Shaumarov, S. S., & Kandakhorov, S. I. (2021). ON THE RETURN ON INVESTMENT FOR THERMAL RENOVATION OF CIVIL BUILDINGS. *ТЕМИР ЙЎЛ ТРАНСПОРТИ*, (3), 99.
- 9. Gulamov, A., Abdurakhmanov, O., & Shjaumarov, S. (2021). Improving Methodological Approaches to Assessing the Effectiveness of Using Fixed Capital in Railway Transport. *International Journal on Orange Technologies*, *3*(10), 1-12.
- 10. Abdullaevich, G. A. (2020). ECONOMIC VALUATION OF THE SHARE CAPITAL OF THE JOINT STOCK COMPANY" UZBEKISTAN RAILWAYS. *Science and Education*, 2, 3.

- 11. Гуламов, А. А., & Дадабоева, З. С. К. (2020). Проблемы развития железнодорожного транзитного потенциала Республики Узбекистан. *Universum: технические науки*, (5-1 (74)), 64-67.
- 12. Abdullaevich, G. A. (2020). ECONOMIC VALUATION OF THE SHARE CAPITAL OF THE JOINT STOCK COMPANY" UZBEKISTAN RAILWAYS. *Science and Education*, 2, 3.
- 13. Abdullayevich, G. A. (2019). Management of the Reproduction Process of the Main Capital of the Railway Company. *Asian Journal of Technology and Management Research (AJTMR) Volume*, 8(02).
- 14. Abdullayevich, G. A. (2019). Depreciacion en el aspecto de la estrategia de modelado de inversion y analisis de los procesos de reproduccion del capital fijo del transporte ferroviario. *Religación. Revista de Ciencias Sociales y Humanidades*, *4*(14), 319-331.
- 15. Abdullaevich, G. A. (2019). IMPROVEMENT OF ECONOMIC METHODS OF DEPRECIATION IN THE JOINT-STOCK COMPANY "UZBEKISTAN RAILWAYS". *Methods and problems of practical application*, 143.
- 16. Гуламов, А. А. (2019). ЎЗБЕКИСТОН РЕСПУБЛИКАСИДА ТЕМИР ЙЎЛ ТРАНСПОРТИНИНГ ЗАМОНАВИЙ РИВОЖЛАНИШ ХОЛАТИНИНГ ТАХЛИЛИ. *Ресурсосберегающие технологии на транспорте*, 20(1), 297-305.
- 17. Abdullayevich, G. A. (2019). Depreciation in the aspect of modeling strategy of investment and analysis of reproduction processes of fixed capital of railway transport. *Religación: Revista de Ciencias Sociales y Humanidades*, 4(14), 319-330.
- 18. Гуламов, А. (2019). Экономическая оценка основного капитала акционерного общества Узбекистон темир йуллари. Экономика и инновационные *технологии*, (2), 1543-163.
- 19. Гуламов, А. А. (2019). МОДЕЛЬ ОЦЕНКИ ЭФФЕКТИВНОСТИ ВОСПРОИЗВОДСТВА ОСНОВНЫХ ФОНДОВ В ЖЕЛЕЗНОДОРОЖНОМ ТРАНСПОРТЕ. Транспорт шелкового пути, (1-2), 82-91.
- 20. Abdulaziz, G. (2019). Retrospective analysis of reproduction processes of fixed capital of railway transport. *Бюллетень науки и практики*, *5*(2), 235-244.
- 21. Гуламов, А. А., Мерганов, А. М., & Рахматов, З. Н. (2017). Тариф как фактор повышения конкурентоспособности национальной экономики. *Міжнародний науковий журнал Інтернаука*, (5), 115-19.
- 22. Расулов, М. Х., Ризаев, А. Н., & Гуламов, А. А. (2016). К вопросу управления кадрами в инновационной среде железнодорожного транспорта акционерного общества" Узбекистон темир йўллари". Инновационный транспорт, (3), 13-16.

- 23. Гуламов, А. А. (2016). Совершенствование методов целевого использования амортизации в воспроизводственном процессе основных фондов железнодорожной компании. *Міжнародний науковий журнал*, (9), 103-105.
- 24. Гуламов, А. А. (2011). Методика оценки воспроизводства основных производственных фондов железнодорожной компании. *Известия Петербургского университета путей сообщения*, (1), 257-266.
- 25. Гуламов, А. А. (2011). Экономическая оценка воспроизводства основных фондов железнодорожной компании (Doctoral dissertation, Петербургский государственный университет путей сообщения).
- 26. Гуламов, А. А. (2010). Обоснование рационального метода начисления амортизации в условиях оптимизации воспроизводства грузового вагонного парка транспортной компании. *Известия Петербургского университета путей сообщения*, (2), 163-176.
- 27. Гуламов, А. А. (2010). Прогнозирование объёмов перевозок грузов на узбекской железной дороге. *Известия Петербургского университета путей сообщения*, (1), 82-93.
- 28. Gulamov, A. MODEL FOR ASSESSING THE EFFICIENCY OF REPRODUCTION OF FIXED ASSETS IN RAILWAY TRANSPORT.