

Umarova D. R.

Tashkent State Transport University

Acting associate Professor of the Department of "Corporate

Management"

Tuychiyev A. M.

Tashkent State Transport University

Senior teacher of the Department of "Corporate Management"

TRENDS IN INNOVATIVE ECONOMIC DEVELOPMENT OF THE TRANSPORT SYSTEM OF UZBEKISTAN

Abstract: The article examines how the development of transport infrastructure affects the increase in the competitiveness of the economy of Uzbekistan. A detailed analysis of the current state of transport infrastructure in the country is being carried out. Possibilities for improving and improving performance indicators in this area are identified.

Key words: logistics, transport infrastructure, economic development, export potential, competitiveness.

Considering the fact that the countries of Central Asia are landlocked, in order to realize their production and trade potential, it is very important to develop land and air transport infrastructure and improve the technical support in this area. Improving the transport sector and the logistics system primarily leads to a reduction in production costs and reduces costs associated with the risks of transporting and storing products.

Secondly, this is an attractive indicator for both local producers and external investors. In addition, a developed transport infrastructure contributes

to the development of tourism, provides safe and fast transportation of passengers and goods, and thereby contributes to social development.

Uzbekistan strives to achieve high rates of economic development. Quick access to production sources, safe and efficient delivery of products are key factors in realizing the country's export potential.

In international practice, in order to assess how efficiently the transport and logistics sectors function, a special unified logistics efficiency index has been introduced, which includes transport infrastructure, timeliness of transportation, efficiency of customs clearance, international transportation, the ability to track transportation and the quality of logistics services. The LPI (logistics performance index) is an interactive benchmarking tool designed to help countries identify challenges and benchmarking designed to help countries identify the challenges and opportunities they face in their trade logistics activities, and what they can do to improve their performance.

According to the Presidential Decree [2], “On measures to improve transport infrastructure and diversify foreign trade routes for the transportation of goods for 2018–2022,” the priority tasks are the construction of new railway lines, increasing the level of electrification of railway tracks, expanding the geography of flights, promoting the existing infrastructure and the range of services provided services to international air transport services markets. The Resolution notes that currently the existing transit potential of the republic is not fully utilized. The current inflexible transit and tariff policy hinders the attraction of additional transit cargo traffic. In this regard, it is recommended that commercial banks of the Republic of Uzbekistan provide loans for the purchase of vehicles, special equipment for transportation and storage of goods, from the date of issue of which no more than 3 years have passed, as well as other goods intended for the provision of transport and logistics services, with an interest rate not higher than the refinancing rate of the Central Bank of the Republic of Uzbekistan, with a grace period of up to 1 year.

Until January 1, 2022, national road transport enterprises engaged in international road transport and transport and logistics companies are exempt from paying:

- value added tax, property tax, as well as land tax, subject to the condition of directing the released funds to expand its own fleet of vehicles, modernize production facilities, create modern warehouse terminals and repay bank loans;

- customs payments (except for customs clearance fees) for imported warehouse equipment, loading and unloading equipment, units, spare parts and other goods not produced in the Republic of Uzbekistan, intended for the provision of transport and logistics services, according to lists approved in the prescribed manner.

The implementation of the above and a number of other reforms within the framework of the Resolution contributes to the further improvement of the transport infrastructure system and will thereby help develop the competitiveness of the national economy and realize the production and export potential of Uzbekistan.

Specifically, a system has been created that classifies transport subsectors into 4 categories with different problems and specific policy needs:

1. Strong industry with low sales prospects:

This is a negative situation that will develop towards the decline of the industry if strategic measures are not taken. The industry has a good competitive position in international markets, but new demand preferences will move away from the traditional products and services offered by the industry, forcing it to adapt to modern conditions. In this situation, public policy should support industrial transformation by focusing on the most competitive innovation areas and promoting cross-fertilization between different sectors. Demand management tools targeting the most competitive innovation areas will stimulate the transport sector's innovation efforts.

2. Strong industry with high sales prospects:

This ideal situation is associated with the high innovative potential of the private sector. The industry has the resources to innovate and the ability to meet future demand and preferences that align with its core business. In this case, government support should follow the priorities of the industry, providing a combination of innovative demand-side measures and innovative supply-side measures, but rather as a complement.

Government support should be aimed at filling innovation gaps caused by market failures.

3. Weak industry with low sales prospects:

This is the worst case scenario from an industry perspective. It reflects a declining industry that has failed to adapt to current demand patterns and will have to continue to contend with new changes in demand that will put additional pressure on traditional business models. Public policy should focus on supporting innovation, both on the demand and supply sides. This will support the industry's competitiveness at a time when it is driving deep industrial transformation through increased skills and specialization, focusing on the most promising innovative areas.

4. Weak industry with high sales prospects:

This is a case of low industry specialization in promising markets. Government support should be aimed at strengthening the innovative potential and competitiveness of those industries that are well positioned in those innovative areas with high sales prospects. Supply-side measures, such as innovation finance, will help companies facing the most critical challenges identified in each scenario.

Transport and infrastructure, like virtually all economic activities, are vulnerable to technological disruptions that transform services and processes. These technologies help create smarter, safer and more integrated systems.

REFERENCES:

1. Ризаева Хилола Баходировна, & Умарова Дилфуза Рахматулла Кизи (2022). ТЕНДЕНЦИИ ИННОВАЦИОННОГО ЭКОНОМИЧЕСКОГО РАЗВИТИЯ ТРАНСПОРТНОЙ СИСТЕМЫ: ПРОГНОЗЫ И СТРАТЕГИИ. Трансформация моделей корпоративного управления в условиях цифровой экономики, 1 (1), 79-82. doi: 10.24412/cl-36899-2022-1-79-82
2. Atajanova, Z. S., & Umarova, D. R. (2022). Formation of logistics clusters as a key factor in transport infrastructure development. ACADEMICIA: An International Multidisciplinary Research Journal, 12(8), 109-115.