



Legal and institutional basis of development of transport services and transport infrastructure during the coronavirus pandemic

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Annotation: *In the article, the issues of improving the legal framework for the development of new transport and transit corridors, implementing international agreements, and creating favorable conditions for the transportation of products produced in Uzbekistan to foreign countries are important. Priorities have been set for the development of transport in the republic, improvement of the sector, modernization of transport infrastructure at the national and international levels, increase of the transit potential of Uzbekistan and integration into the international transport system.*

Keywords: *transport, transport services, transport infrastructure, transportation, transit corridors, supply ratio, transport network, transport-communication, regional transport.*

Introduction

The issues of improving the legal framework for the development of new transport and transit corridors, implementing international agreements, and creating favorable conditions for the transportation of products produced in Uzbekistan to foreign countries are important. It is necessary to set priorities for the development of transport in the republic, improvement of the sector, modernization of transport infrastructure at the national and international levels, increase of the transit potential of Uzbekistan and integration into the international transport system.

International initiatives were promoted by the President of the Republic of Uzbekistan Sh. Mirziyoev and proposals were made to open a regional center for the development of transport and communication relations under the auspices of the UN. Efforts to implement the project of creating a trans-Afghan transport corridor connecting Central Asia with the Indian Ocean are also becoming important.

Analysis and results

Today, in our country, great attention is being paid to the rapid development of all sectors of the economy, especially the development of the transport and communication sector. In 2020, the total cargo volume will be 1.3 billion. tons (increased by 104.6% compared to last year), and cargo turnover is 40.1 billion. tons/km (101.8%). Today, the transport network in Uzbekistan accounts for 6.4% of GDP, 7.4% of total investments, and 29.5% of the services market. As a result of the implemented measures, the total volume of cargo transportation in 2020 increased by 7% compared to last year [1,2,3,4,5,6,7,8,9].

There is a wide network of transport and logistics centers in Uzbekistan, but unfortunately, not all terminals in the country meet modern requirements, which today require the need for continuous improvement of trade and transport infrastructure. Therefore, the process of creating modern warehouse complexes for storage, processing and distribution of export-import cargo is constantly being carried out in the country. The new warehouse terminals can serve all domestic cargo flows, as



well as transit cargo from the republic. Today, the transport and logistics centers that perform the tasks of "land port" can serve as a decisive factor in the optimization of international traffic flows.

The decision of the President of the Republic of Uzbekistan dated December 2, 2017 No. PQ-3422 "On measures to improve transport infrastructure and diversify foreign trade routes of cargo transportation in 2018-2022" was adopted. Currently, the Republic is implementing the 2015-2019 Engineering-Communications and Road Transport Infrastructure Development and Modernization Program. The program envisages the development of a single comprehensive strategy in the field of development of the national transport network in accordance with high international requirements and standards, as well as ensuring its large-scale integration into international transport communications, taking into account the requirements of the republic's product manufacturers to export their products to the regional and world markets in the future.

Within the framework of this Program, a number of projects in the field of railway infrastructure development and air transport with a total value exceeding 1580 million US dollars were implemented, as well as highways with a total length of 695 km were built and reconstructed. At the same time, the increasing export potential of the Republic of Uzbekistan and the need to expand the markets for selling local products require additional measures to create favorable conditions for further diversification of foreign trade routes, to create maximally efficient alternative transit corridors that ensure the export products of the Republic of Uzbekistan reach promising international markets. demands to be seen [10,11,12,13,14,15,16].

- Within the framework of the implementation of the program, the following were identified as priority tasks:

-- in general, in the field of transport infrastructure development - further development of railway, road and aviation transport and strengthening of their material and technical base, increasing the level and quality of services provided by them in terms of cargo transportation, establishing international logistics centers, building international highways, roadsides construction and reconstruction of the necessary infrastructure, increase of transport capacity in cargo transportation, creation of a transparent and competitive environment, expansion of the fleet of rolling stock and provision of conditions for maximum safe operation of border crossing points;

-- in the field of railway transport - to increase the quality and safety of railway transport services, to build new railway highways, to increase the level of electrification of railways, to continue the formation of international transport corridors for the export of the country's foreign trade goods to the main world and regional markets, and to improve their operation, creating the necessary conditions for the rapid development of the railway network of the Republic of Uzbekistan by applying a flexible tariff policy, increasing the investment attractiveness of the network, improving logistics services and rationalizing mutual cooperation between modes of transport;

-- in the field of road transport - development of international cooperation by accelerating the harmonization of the national legal framework with the international legal framework, expanding the fleet of heavy-duty vehicles of national truck carriers, improving the system of issuing permits for international cargo transportation by cars, ensuring optimal access to international transport communications and transit creation of conditions for the formation of new highways that will increase the volume of traffic;

- in the field of air transport - to further increase the volume of cargo transportation and expand the geography of flights, to bring the existing infrastructure and the complex of services to the

56	<p>ISSN 2319-2836 (online), Published by ASIA PACIFIC JOURNAL OF MARKETING & MANAGEMENT REVIEW., under Volume: 11 Issue: 09 in September-2022 https://www.gejournal.net/index.php/APJMMR</p>
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international air transport services market, to apply a flexible tariff policy during the transportation of goods by air, including the export of agricultural products, increasing and updating the fleet, effective and full use of the capabilities of the "Navoiy" International Intermodal Logistics Center.

By the Decree of the President of the Republic of Uzbekistan dated February 1, 2019 No. PF-5647 "On measures to radically improve the system of state management in the field of transport", the Ministry of Transport of the Republic of Uzbekistan was established on the basis of the Road Transport Agency of Uzbekistan. The Ministry is a state management body for the development and implementation of a unified state policy in the field of road, railway, air, river transport, metro, as well as road development [17,18,19,20,21,22].

The powers and duties of the ministry are determined by the above-mentioned decree, the decision of the President of the Republic of Uzbekistan dated February 1, 2019 "On the organization of the activities of the Ministry of Transport of the Republic of Uzbekistan" No. PQ-4143. The Ministry carries out the tasks and functions assigned to it directly and through regional divisions and departmental organizations that are part of its structure.

The following are the main tasks of the Ministry:

- 1) development of a unified state transport policy aimed at the integration of all types of transport into the unified transport network of the Republic of Uzbekistan and joint development based on the use of new efficient transport and logistics systems;
- 2) to stimulate the development of the market of transport and logistics services, to ensure their popularity for all categories of consumers, as well as to implement a uniform tariff policy in the field of transport aimed at attracting investments to the sector;
- 3) development of proposals for the development of international transport corridors, improvement of the logistics system and implementation of measures, effective use of the country's transport potential, reduction of expenses of business entities in the use of transport and logistics services;
- 4) development of public-private partnership in the field of transport and road management and increasing the investment attractiveness of the country;
- 5) introduction of advanced information technologies for the digitization of the entire transport system, development and implementation of strategies for the prospective development of a single interconnected system of the transport system of the Republic of Uzbekistan;
- 6) implementation of a unified technical policy in the field of highways, providing a comprehensive solution to the issues of financing, design, construction, repair and operation of highways, airfields and airports, railway stations, railways and other objects of transport infrastructure, taking into account the interests of users;
- 7) implementation of control in the field of transport, organization and implementation of investigations into accidents and accidents in civil aviation and experimental aircraft, as well as accidents and accidents in railway and river transport;
- 8) ensuring the national interests of the Republic of Uzbekistan in the world market of transport services due to the development of international and regional cooperation in the field of transport and road management;
- 9) systematic introduction of advanced methods of education, personnel training, retraining and skill improvement, taking into account the current and prospective needs in the field of transport.

- The Law of the Republic of Uzbekistan No. ORQ-706 of August 9, 2021 "On Transport" provides the following basic principles of transport-related activities: legality; security; environmental cleanliness; being able to use transport services; openness and transparency.

- Also, this law defines the state regulation of the transport sector and the main directions of the state policy. The main directions of the state policy in the field of transport are as follows:

- транспорт соҳасида давлат дастурларини ҳамда бошқа дастурларни ишлаб чиқиш ва амалга ошириш;

- development of the transport system as a strategic sector of the country's economy;

- increase the competitiveness of transport services, the ability to use them, their efficiency and quality, safety and environmental cleanliness;

- improving the management of the transport sector and ensuring the interdependent operation of various types of transport, as well as maintaining an effective tariff policy;

- development of public-private partnership;

- introduction of advanced innovative and information and communication technologies;

- development and improvement of the system of personnel training, retraining and improvement of their qualifications;

- development of international cooperation and integration of the transport complex into the international transport system.

- The Ministry of Transport of the Republic of Uzbekistan prepared a draft of the decision of the Cabinet of Ministers "On approval of the concept of development of urban transport and road transport infrastructure of Tashkent until 2025". The draft document provides for approval of the following:

- Concept of development of Tashkent city transport and road transport infrastructure until 2025;

- Program for the introduction of a new route network of surface passenger transport of Tashkent city in 2022-2025;

- the program of updating the traffic structure of the city passenger transport in 2022-2025 by purchasing new modern "green" buses;

- the program for the establishment of transport links in 2022-2025;

- "roadmap" for the implementation of the concept of development of Tashkent city transport and road transport infrastructure until 2025 in 2022-2025.

According to the draft document, experienced experts in the field of transport of Turkey were involved, methods of managing the transport system in Tashkent, mechanisms for organizing and financing the operation of transport, organization of bus routes and tariff policy, highways and intersections were studied, scientifically based recommendations were developed for the improvement of the transport sector. . The main focus is on creating a convenient and attractive urban public transport system in Tashkent, firstly on pedestrians, then on bicycle transport, urban public transport and private car transport respectively.

- The main approaches emphasized in the implementation of the concept are:

- development of the city's public transport infrastructure, including the creation of a network of new routes, renewal of traffic with modern "green" types, reconstruction of intermediate stations based on a new design, creation of a system of transport links, introduction of differentiated tariffs;

- development of bicycle transport infrastructure, including construction of bicycle transport lanes and bicycle parking lots [23,24,25,26,27,28];
 - in order to reduce congestion on the city streets, to form paid parking spaces along the road, to redesign intersections and road lines, to increase the number of vertical road signs;
 - introduction of intelligent vehicle traffic management systems, including "smart traffic lights" and "smart intersections" systems;
 - regulation of the cargo transportation system, in which the introduction of restrictions on the entry of trucks into the city in a certain period of time and taking into account the weight of the vehicle, etc.
 - As a result of the implementation of the concept in 2025:
 - 35% reduction of the route movement interval;
 - full coverage of urban areas with passenger transport;
 - increase the level of use of public transport by the population to 60% (the volume of daily passenger transport is 1.5 million passengers on average);
 - reduction of the average travel time for cars to reach the destination during the "peak" time of the day from 50 minutes to 35 minutes;
 - reduction of the number of cars in the city center by up to 20%;
 - reduction of the number of violations related to parking and parking of cars;
 - 10-15 percent of the total passenger flow uses bicycle transport;
 - introduction of the opportunity for passengers to choose the most convenient and cheap among the new differentiated types of fare payment;
 - refusal to use cash for fare payment;
 - reduction of environmental damage from transport to 35%;
- achieving regulation of cargo transportation activities and others are expected.

Summary. According to our company, the main funds of the transport infrastructure are aging in most regions of Uzbekistan, and the renewal process is underway. The problems of underdeveloped transport infrastructure lead to a decline in the production potential of the region. This, in turn, causes a decrease in the demand for transport services and determines a decrease in the income of transport companies.

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