

Theoretical and Practical Basis for Development of Transport Infrastructure

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Abstract: This article is based on the theoretical basis of transport infrastructure development, presents strategic goals and strategic planning stages of transport infrastructure development, identifies existing problems in transport infrastructure and proposes solutions for their elimination.

Keywords: Transport, transport infrastructure, economic mechanism, transport corridors.

I. INTRODUCTION

The characteristic consequence of the innovative development of the transport market is the ever-increasing competition in the global transport system, the interchangeability of different types of transport, the development of intermodal links. Effective organization of transport infrastructure in developed countries will have a structural impact on the development of all sectors, particularly the real sector and social sectors. Therefore, it is important to improve the transport of international routes and to study the organizational and economic mechanism for the development of transport infrastructure. The modern development of the economy and foreign economic activity requires carriers to focus on optimizing their operations in the face of strong competition. In 2018, shipping revenues from the top 50 shipping companies in the world totaled \$ 248 billion. US dollars. In particular, profit of SN Robinson increased by 7.7%, Expeditors International by 8% and Hitachi Transport System by 18.3% [1].

President of the Republic of Uzbekistan December 2, 2017

Decree of the President of the Republic of Uzbekistan No. PP-3422 dated February 7, 2017 “On the Action Plan for further development of the Republic of Uzbekistan” and 2015 № PF-4947 “On measures to improve transport infrastructure and diversify the foreign trade routes of transportation”. Decree of the President of the Republic of Uzbekistan dated March 6, 2014 No. UP-2313 "On the Program of development and modernization of engineering and communication and road infrastructure in 2015-2019", as well as other normative and legal acts the implementation of the tasks of this dissertation research to a certain extent. Effective implementation of these tasks requires improvement of the theoretical basis for the development of transport infrastructure in the country.

The challenges facing the scientific community today are to determine the level of interconnection of the country's transport networks, to identify existing problems in the process of creating the country's transport infrastructure, and to develop scientifically sound proposals for addressing these challenges in today's integration collaboration.

II. ANALYSIS AND RESULTS

During the years of independence much work has been done on strategic development of transport and communications. Transport independence has been ensured in the country and a national system has been established to link all regions of the country. Effective transport system in our country is a factor of development of foreign economic relations and integration with other countries.

About 13,300 enterprises and organizations are involved in the transport sector, and their number increased by 11.1% compared to the same period last year. As of January 1, 2019, the number of newly established enterprises and organizations in the field of transport reached 2.1 thousand. Compared to January-December 2017, this figure increased by 282 units.

Transport infrastructure is one of the key components of the country's integration with international transport networks that ensure stability in economic development. The development of transport infrastructure in combination with other infrastructure is a key factor in achieving social, economic, foreign policy and other goals. The transport infrastructure of the country is assigned the most important tasks by the state. These tasks are to create a single transport complex of the country and meet the requirements of the country's transport and economic relations. Consider the share of freight and passenger transport between types of transport in the

country.

The highest share in total freight traffic is occupied by road transport - 88.3%, and in other types of transport - 11.7%. In 2018, \$ 1209.0 million was raised by all types of transport. tons, which is 105.6% more than in 2017. At the same time, cargo turnover made up US \$ 70.6 billion. t-km or 5.7% higher than in 2017. The share of rail transport in total freight traffic was 5.7%. Consequently, this activity is far behind local transportation. Road transport is the leader in passenger transportation by types of transport. Its share in the total passenger traffic is 98.3%.

Passenger transportation by all types of transport increased by 2.4% as compared to January 2017 and made up 5818.1 mln. people. Passenger turnover amounted to 134.4 billion soums Passenger-km increased by 3.4%.

The main task of the transport infrastructure is to meet the requirements of the economic systems in the implementation of author and interstate transportation and economic relations. At present, there is no clear consensus on which indicators should be evaluated in terms of transportation and economic relations. In our opinion, it is expedient to use indicators of development of freight and passenger traffic, as well as of transport and economic relations in transport infrastructure.

The presence of interconnected transport corridors is an important factor in interstate transport links, and the development of these links is linked to the establishment of an effective mechanism for transit and international transportation. However, today there are various interpretations in international practice and in the scientific community in order to regulate these relations, which must first and foremost be properly interpreted and relevant scientific conclusions reached. In 2017, the country has established a system of logistics support for commodity markets and infrastructure of international transport corridors within the framework of programs and projects of free economic zones in Uzbekistan.

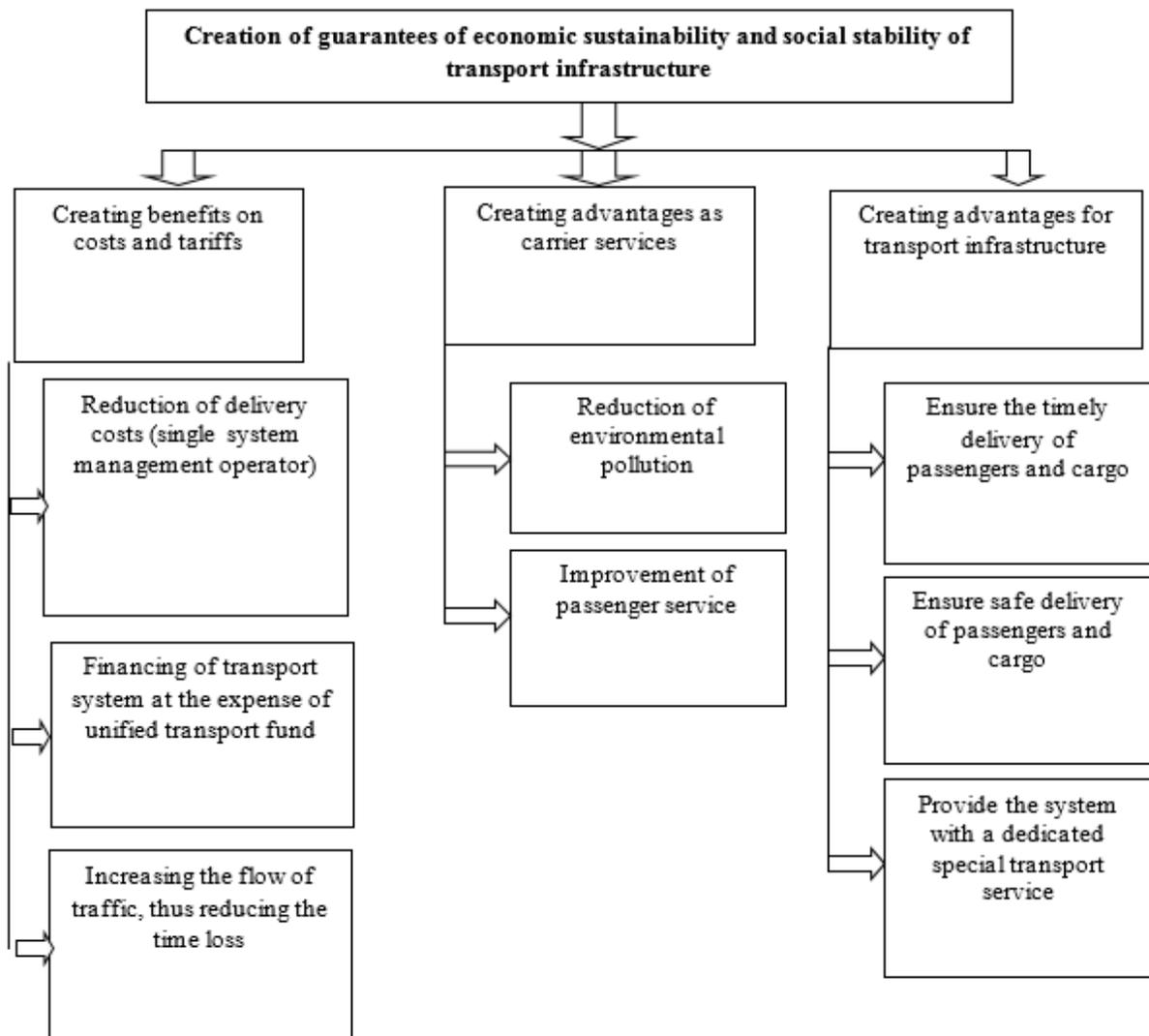


Fig.1. Strategic goals of transport infrastructure development

Assessing the current state of the transport infrastructure in the country, it can be noted that it is currently

experiencing rapid development, with the increasing number of transport companies and the increasing use of standard delivery technology in various areas of business. Western companies have gone through a similar phase. The fundamental difference is that Uzbek firms are going through it two or three times faster than foreign firms, of course, using their experience.

At the same time, the transport corridors, where most of the export-import operations are carried out, are characterized primarily by various physical and economic parameters, such as how far they are, the delivery time, and, most importantly, the cost of transportation. That is why foreign trade partners are interested in geographical location. For example, the main export partners for Uzbekistan are China, Russia, Kazakhstan, Turkey, Afghanistan, Iran, Kyrgyzstan, Tajikistan and France, accounting for 55.1% of exports.

The purpose of transport infrastructure development depends on administrative and economic tasks of the system, primarily environmental, social and political. Often these tasks are often underestimated, such as reducing shipping costs, maximizing profit for passenger and freight. The transport infrastructure development objectives can be illustrated by the tree of general strategic goals shown above in Figure 1.

To achieve these goals, it is necessary to develop strategic plans with their subsequent implementation. Strategic planning for the creation of transport infrastructure should be presented in the following steps: assessment, task setting, defining and implementing priorities (Figure 2).

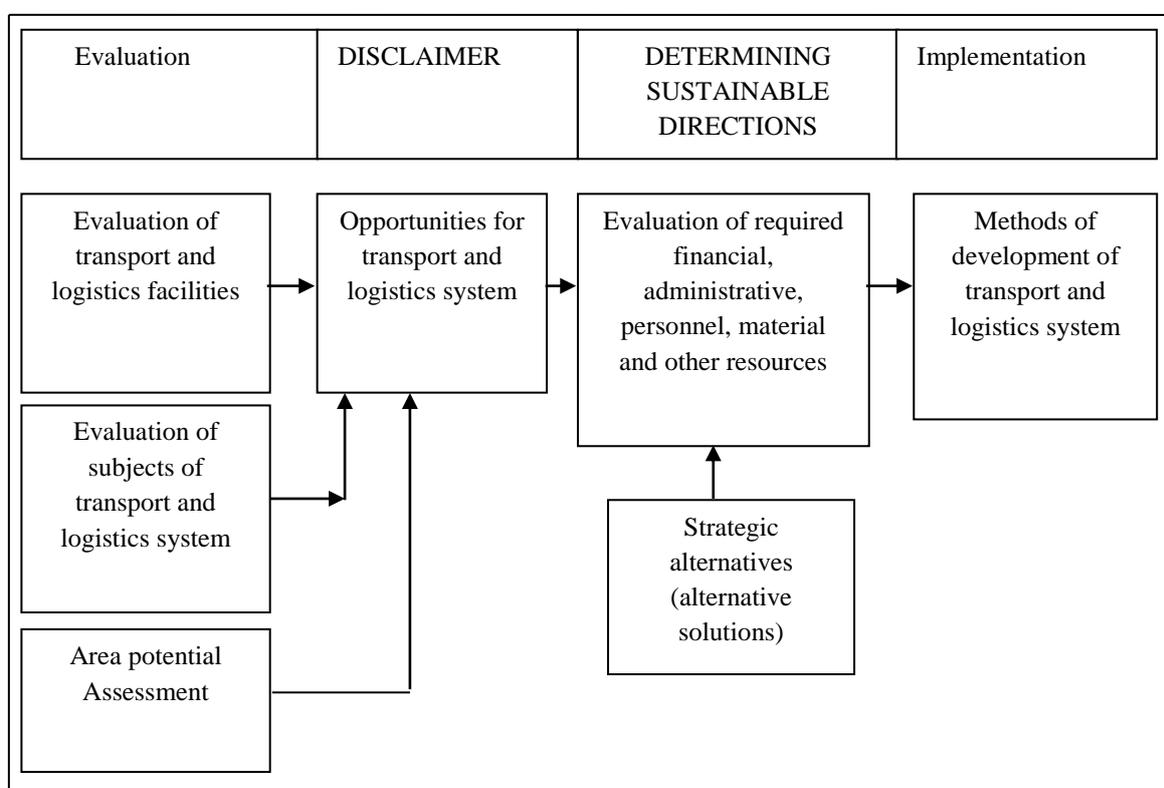


Fig.2. Strategic planning of transport infrastructure creation

The final step envisages the development of targeted methods for infrastructure development in the following areas:

1. Methods of cargo and passenger transport management and infrastructure financing.
2. Financial provision of tariffs, tariff system, control over the cost of transportation.
3. Custom, freight and passenger transport, urban and passenger relationships, as well as customer relationships.
4. Transport infrastructure and traffic management.
5. Technology chain unit: from development and design of vehicles to operation (maintenance).
6. To establish in legislation the responsibility for the recommended methods of transport infrastructure development and their compliance.

It is known that the strategic program developed by any state for the development of transport infrastructure is inextricably linked to the foreign policy of the country in the transport sector, and the policy of the neighboring countries in this area, or transport strategies for its development, play a major role. There are two

main reasons:

First, the transport system of a particular country is inextricably linked to the communications of neighboring countries, and its development requires cooperation among these countries.

Secondly, the role of transport communications in the economy of the country is determined not only by the provision of domestic passenger and freight traffic, but also by international passenger and freight traffic. International transportations are carried out through the service of national carriers of different countries, for which transport networks (railways, highways and airways) and transport nodes (sea and river ports, airports, railway stations, bus stops) belong to the transport systems of some countries. , Cargo and Passenger Terminals).

III. CONCLUSIONS AND SUGGESTIONS

In short, the development of the country's transport infrastructure requires, first of all, the coordination of the strategic programs of the countries aimed at the development of the industry. Therefore, it is necessary to develop cooperation on the basis of a clear regional program to ensure international economic stability through the formation of the shortest path to exit the country from transport isolation and to the seaports. In order to accelerate the country's transport system integration into the world transport network, it is necessary first of all to achieve the cooperation of the countries' transport systems. This requires the development and adoption of a regional program for more efficient use of the transit and logistics potential of the region and the rapid development of the transport infrastructure.

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