



Status and Development Trends of Investment Resources Usage in the System of Freight Transport Services in the Economy of Uzbekistan

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Abstract: this article examines the state of the system in the use of the service, freight transport investment resource of the economy in Uzbekistan, how much resource are directed investment, the share of investment in fixed assets and some of the factor that affects the investment premium.

Key words: truck, transport service, investment attractiveness, investment, resource, service, infrastructure projects, capital, national economy, macroeconomic indicators, transport sectors, sectors, premium rate, sectors, networks, transport, vehicle, transport companies, analysis, trend.

In order to radically improve the system of Public Administration in the transport sector, increase the investment attractiveness and export potential of the Republic, ensure the strategic development and sustainable functioning of transport communications, as well as in the five priority directions of development of the Republic of Uzbekistan 2017-2021 are defined in the strategy of actions.¹

Increasingly globalized, the current stage of the country's economy, which is undergoing a huge economic integration, can not be imagined without being separated from the problems of active development of freight transport services as the economy could not be explored separately from other sectors and directions.

We have tried to approach the investment processes taking place in cargo transportation services, the status of investment resources oriented to the sector and their development trends in two aspects, namely, in terms of the impact, importance, role of cargo transportation services on the national economy, its main macroeconomic indicators, and secondly, through the determination factors and analysis of the situation.

Literature Review:

A number of foreign and local economist scientists shared their own views and approaches by thoroughly studying the problems of the development of transportation and its effectiveness.

American specialist A.T Kerney conducted research, where he stressed the need to show that the level of the system of transportation services of trucks in the developed countries of Western Europe is not the same as in companies and assumed that in-depth learning is needed.

Kenneth Bowersox's opinion of the organization of cargo transportation and economic efficiency advantage compared to the traditional method included the issues of the organization of multimodal and intermodal transportation of cargo in the case of a particular problem. At the same time, the

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author separately noted the transport and logistics infrastructure, which include transport networks, vehicles and transport companies.

According to L.A.Nosov, in the current circumstances, the problems of organization and optimal functioning of international transport and logistics systems are acceptable.

Discussion

Shipping car transport services sector investment for the development of the many resources should be directed in a market economy that needs the resources of this general area in order to meet, share and intensive factors should be extensive how can sustainable use of resources to find the solution of the actual problem, first and foremost, learn in detail the situation in practice, in-depth and comprehensive analysis we do, we should have an objective assessment of the situation.

The results of the analysis show that the development of investment activity in Uzbekistan is considered as an important factor in the growth of the national economy and the policy of its rapid growth is described in the following figure (Figure 1). According to official statistics, in 2019 alone, the share of fixed capital investment in GDP in Uzbekistan increased by 7.1% compared to the previous 2018 and amounted to 37.1% (this figure was 24.6% in 2010). At present, the share of fixed capital investments in Kazakhstan's GDP is 14.0%, in Russia - 23%.

In particular, in accordance with the Resolution of the President of the Republic of Uzbekistan dated February 3, 2018 No 3507 "On the formation of the list of investment and infrastructural projects", as a result of major projects included in the State Development Program. In 2019, 189924.3 billion soums will be allocated from all sources of financing for the development of the social sphere and the economy of the country. UZS, which is 177.0% more than in 2018. In 2018, this figure will reach 10,7333.1 billion. soums or 157.0% compared to 2017¹. Based on the data in Figure 1, we can observe that the utilization of fixed capital investments and the growth rate of investments are increasing from year to year.

However, despite the high share of fixed capital investment in GDP in Uzbekistan, its absolute value does not play a significant role due to low GDP. As an evidence of our conclusion, we would like to present the results of a comparative analysis of investments per capita. According to 2019 data, the average per capita investment in fixed assets amounted to 565580.0 soums or 584.0 US dollars², while in Russia it was 131645.0 rubles or 1843.0 US dollars³, and in Kazakhstan - 661504.0 tenge or 1653.0 USD⁴.

Fixed capital investments have been the main growth of the national economy with capital investment share in GDP of options, but it is not defined by the average of its absolute and per capita amount beneficially process into account, that there are serious problems and these problems investisiyalashda of uzbekistan, the national economy also affect their operation, providing resources noted that the tourism sector investment advice.

1. Data of the State Statistics Committee of the Republic of Uzbekistan. [Electronic resource]. - Access: <http://lex.uz>
2. 189.9 Trillion in 2019. UZS were invested in fixed assets. Calculated by the author on the basis of data from the State Statistics Committee.
3. "Investments in the Russian Federation in 2019 grew by 1.7 percent." Calculated by the author on the basis of official statistics of the Russian Federation.
4. Investments in fixed capital: review for 2019". Calculated by the author on the basis of official statistics of Kazakhstan.

Focused in the field of transport, the size of the resource, its growth in the first place, the size of the network focused on gross investment in the national economy of the country, on the second hand, aimed at the development of the network of the national economy that have been investing in the share is determined by gross investment. Accordingly, the next year, the total investment to the national economy of Uzbekistan that have been growth rates, the share of their gdp to the change in the structure of per capita investment we have analyzed the dynamics that have been.

The analysis shows that the volume of investments in the economy of the country is growing rapidly, as well as its quality is improving.

Growth rates of fixed capital investments in Uzbekistan in 2010-2019

Indicators for	the years						2019 year compared to 2010, the year's growth
	2010	2015	2016	2017	2018	2019	
gross domestic product, billion.sum	62388,3	171808,3	199993,4	302536,8	406648,5	511838,1	8,2 times
Fixed capital investments:							
- volume, billion soums	15338,7	41670,5	48083,1	68423,9	107333,0	189924,3	12,4 times
- growth compared to the previous year, %	108,7	109,6	107,7	120,4	to 118.1	176,9	X
including the main foreign capital investment network:							
-billion in payments.	4340,8	8309,5	10611,4	17146,5	31350,0	42703,1	9.8 times
-the sum of the previous year compared to the growth, %	95,1	107,9	114,5	134,9	136,6	162,1	X
The share of fixed capital investment in GDP,, %	24,6	24,3	24,0	22,6	26,4	37,1	X
Investments in fixed assets per capita, thousand soums	526,6	1431,7	1608,6	2227,8	3769,6	5655,8	10,8 times

The data in the table shows that the growth rates of investments in the economy during 2010-2019 are much higher than the GDP growth rates. The volume of investments in fixed assets in 2010 amounted to 15338.7 billion soums, and by 2019 it was 189924.3 bln. soums, which indicates that the volume of investments in fixed assets has been growing rapidly from year to year, and during this period increased by 10.8 times. If in 2010 the share of fixed capital investment in GDP was 24.6%, in 2019 it was 37.1%. This figure is at the level of developed economies, and even a few percent higher than in some countries. For example, in France and Japan, the share of fixed capital investment in GDP was 22 percent, while in Canada it was 24 percent¹. However, scientists note that this figure should not be less than 27-31 percent². Thus, in the socio-economic development of our country, strong attention is paid to the effective use of opportunities for active attraction of

investment resources. The analysis showed that there is a need to attract more investment in sectors and industries of the economy.

The results of the analysis show that the volume of investments in tourism in Uzbekistan is growing rapidly in 2000-2019 (Table 2). As a result of the low level of investment per capita, the country's economic growth rates, the world of the national economy. Competitiveness in the market has a significant negative impact on the quality of newly created jobs, incomes, the introduction of new modern techniques and technologies in production and other important aspects of socio-economic development.

The republic of Uzbekistan, major capital investment per capita compared to the size of the network change

Developed by the author on the basis of data from the State Statistics Committee of the Republic of Uzbekistan.

N	the name of the territory	as of 2010			the year 2019			the year of 2019 compared to the year 2010 investment per capita in the world, the growth of
		the volume of network investment, bln. the sum of	the size of the network investment per capita, thousand sum	in comparison with the republic of network investment per capita, %	of the volume of network investment, bln. the sum of	investment per capita, the volume of products, thousand sum	comparison with the republic of the network, investment per capita, %	
1	the Republic of Karakalpakstan	458,8	272,8	51,8	8434,6	4476,7	79,1	times 16,4
2	Andijan region	552,5	206,7	39,3	8183,7	2642,3	46,7	12.8 percent times
3	Bukhara region	2069,1	1228,8	235,5	9867,0	5167,3	usd 91,4	4.2 times
4	Jizakh region	359,7	308,3	58,5	7919,3	5792,3	102,4	18,8 times
5	Kashkadarya region	1690,4	620,8	117,9	23525,3	7246,1	128,1	11,7 times
6	Navoi region	1704,6	1952,7	370,7	17775,3	17985,7	318,0	9,2 times
7	Namangan region	540,2	227,1	43,1	12187,0	4380,8	77,5	19,3 times
8	Samarkand region	934,2	285,6	extended to 54.2	9798,6	2552,7	45,1	8,9 times
9	Surkhandarya region	569,8	261,9	49,7	12232,4	4705,5	83,2	18,0 times
10	Sirdarya region	383,1	526,8	100,0	6129,2	7312,4	129,3	warp 13.9 times
11	Tashkent region	1510,4	571,6	108,5	16935,1	5799,9	102,5	10,1 times

12	Fergana region	849,1	262,9	49,9	9164,2	2465,1	43,6	9,4 times
13	Khorezm region	357,1	223,1	42,4	5566,8	3007,2	53,2	13,5 times
14	Tashkent city	3309,0	1440,8	273,6	41497,9	16332,0	288,8	11.3 times
15	The Republic of Uzbekistan	15338,7	526,6	100,0	189924,3	5655,8	100,0	times 10,7

In order to analyse deeper of investment resources per capita in Uzbekistan and identify trends in change, we compared the data by regions of the country (Table 2). The table shows that there are sharp differences in per capita investment in the regions of Uzbekistan. Tashkent, Navoi, Kashkadarya and Bukhara are leading in this indicator in the country.

The results of the analysis show that the share of tourism in the structure of investment resources directed to the economy in Uzbekistan was very low (Table 3). According to the table, in 2019, 7.4% of the total investment in fixed assets of the national economy (107333.0 billion soums) or 7969.5 billion soums showed that the cargo was directed to road transport and storage services.

3-the table 2010-2019 Uzbekistan in the years that have been investing in networks and on the field, changes in the composition billion. sum

N	Areas and the network	of the year				2019 the year compared to 2010, %
		2010		2019		
		volume	share, %	Volume	share, %	
	Total investments	15338,7	100,0	107333,0	100,0	699,8
1	Industry	4659,9	30,4	12253,9	11,4	263,0
2	Agricultural economy	530,6	at 3.4	3561,1	3.3	671,1
3	Construction industry	219,6	1,4	2436,2	2.3	1109,4
4	Transport and communication	4562,6	29,7	4962,3	4,6	108,8
5	Trade, general nutrition material technical supply, preparatory and component	743,3	4.8	1296,8	1.2	174,5
6	transportation and storage	x	x	7969,5	7,4	x
7	housing, municipal services to the population in the type of production, personal service noishlab	2742,2	17,9	x	x	x
8	real estate associated with work	x	x	1056,0	0,9	x
9	health physical education and the social security	343,7	2,2	2720,4	2.5	791,5
10	culture, art, science and scientific service	167,3	1.1	6283,5	5,9	3755,8
11	Financial and insurance activities	x	x	1064,3	1,0	x
12	any other business types	x	x	4542,7	4.2	x
	<i>Also</i>					
13	residential construction investment network	x	x	17695,8	16,4	x
14	Tourism	357,8	2.3	1741,6	to 1.8	546,7

If we take into an account that the share of freight services in GDP is 7.4%, the share of the population in the economy is 5.5%, the share of gross investment is insufficient, ie the volume of investment resources in the sector does not correspond to its contribution to key macroeconomic indicators.

Today, the non-governmental sector is a leader in road transport. About 90 percent of freight and 100 percent of passenger traffic is carried out by non-state-owned transport enterprises. For example, over the past five years, the Uzbek economy has grown by 24%, industry - by 34%, exports - by 1.5 times, foreign investment - by 3 times of which at least 70 bln. dollars will be foreign investment. Within the framework of public-private partnership projects in the field of transport, road construction and other areas, 14 billion soums will be allocated and will be invested. Over the next five years, the Republic of Uzbekistan will increase economic growth by 1.5 times and increase GDP by 100 billion soums. It also plans to increase industrial production by 1.4 times. **The share of raw materials in exports will decrease by 23% and the volume of finished products will increase by 2.5 times.** According to preliminary estimates, the total volume of freight traffic in the country will increase from 1.4 times to 1.6 times. **It should** be noted that the sustainable development of the economy and foreign trade, increasing the welfare of the population can not be achieved without the systematic and rapid development of transport, infrastructure and logistics. Uzbekistan's active participation in the implementation of a number of projects to create international transport corridors has allowed diversifying transport routes for foreign trade. **Structural** transformations in the transport sector have ensured the development of the private road freight market, and it is gaining an increasing share in the total volume of freight traffic. The task of further increasing investment activity is urgent for the development of the road transport sector in line with growing demands.

According to the forecasts of the United Nations Office in the Republic of Uzbekistan, it is desirable to increase investment in the transport sector to 4.6% of GDP. By 2030, the total amount of investments will reach 46.7 billionUSD².

Conclusion and suggestions

Based on the above discussions, some of the factors that affect investment efficiency have been considered in some detail and the following conclusions have been drawn. Reducing the cost of transportation is one of the most important issues in reducing the share of transportation costs in the cost of production, as we learned that the increase in the share of transportation costs in the cost of production has a direct impact on the competitiveness of domestic products. For instance, from 2014 to 2015, the growth of tariffs for transport services has grown significantly due to the growth of prices in the economy, in particular, the growth of prices for food and non-food products, industrial products. This means that reducing the cost of road transport, which is relatively high in the industry, is a priority. For example, 500 km. 20 tons of cargo (for example, textiles) at a distance of up to 1 km. Long-distance transportation costs \$ 1.75 in Uzbekistan, \$ 1.19 in Kazakhstan, \$ 1.35 in Kyrgyzstan, \$ 1.11 in Tajikistan and \$ 0.71 in Turkmenistan. The reasons will be elaborated.

Today, 80% of the roads of international importance in Uzbekistan have a load capacity of no more than 10 tons, the rest of the roads are planned to reach this level, but this does not meet the requirements of increasing the load capacity of roads to 13 tons. Today, the main transport corridors passing through the territory of Uzbekistan do not have enough necessary infrastructure, and on some large long-distance routes, which in the future will have the status of international highways, the infrastructure is just being created. The complicated description of the activity of registration of foreign trade operations also has a negative impact on the efficiency of transportation.

1 World Bank data. // <http://data.worldbank.org/indicator/NE.GDI.FTOT.ZS>

2. Bulatov A.S. Impact of export and import of capital on gross capital formation in the Russian Federation // Money and deposit - 2011. - No. 9. - P. 3-8.

² Compiled on the basis of data from the Statistics Department of the Republic of Uzbekistan.

There are also issues related to customs stagnation - today the issue of whether 100 percent of the flow of cargo and passengers at the entrance and exit is actually subject to customs inspection is on the agenda. All this leads to the prolongation of customs practices and delays in the export, import and transit of goods. Therefore, one of the important challenges is to create conditions for the private sector to actively invest in the renewal of the truck fleet.

Fixed capital investments in Uzbekistan in the analysis process the specificity of the rapid growth trend of the volume was determined. In 2000-2019, investments in fixed assets amounted to 744.5 billion soums. 189924.3 billion soums soums or 15.5 times, their share in GDP increased from 29.1% to 36.2% during the same period. However, the average per capita investment remains low: 3.2 times lower than in Russia and 2.8 times lower than in Kazakhstan.

Volume of investments in fixed assets in the transport sector 2010-2019 Although they have grown at a much faster rate over the years, their share in GDP has been declining over the same period. Its share was 29.7 percent in 2010 and 4.6 percent in 2019. Transportation and storage services accounted for 7.4 percent. The reasons for this situation were analyzed and it was concluded that it does not correspond to the essence of the macroeconomic policy of priority development of tourism in the country.

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