

**IMPORTANCE OF VEHICLES AND ROADS IN ENSURING ECONOMIC DEVELOPMENT.****SHANAZAROVA NILUFAR BARATOVNA****Tashkent State University of Transport****great teacher**

**Abstract:** The article presents data on the high growth rates of the country's socio-economic development, the growth of the transport process, transport communications, harsh economic conditions for the productivity of rolling stock traffic, traffic changes, geometric characteristics and their transport. , depending on the intensity of mass use

**Key words:** transport products, technical and economic system, socio-economic development, public-private partnership

Transport is a link between all sectors of the economy and has its own characteristics. First, transport does not produce tangible goods, secondly, the volume of freight and passenger traffic, thirdly, the stock of products, like other economic sectors, can not be created. It is obvious that transport is one of the key factors in the socio-economic development of the country. Roads are an important indicator of the effective operation of transport. The role of highways in the development of transport logistics is invaluable. Much attention is paid to the modernization of services. In particular, the "Action Strategy" on five priority areas of development of the Republic of Uzbekistan for 2017-2021 was adopted. This strategy identifies a number of tasks in the development of the transport sector. These are:

- increase the level of competition among national transport and logistics companies;
- expansion of car fleets;
- further development of road and transport infrastructure;
- increase the number of points of transshipment of goods from one transport to another in order to compete with the prices of national products for export;
- Improvement of roads and development of road transport infrastructure.

Based on the tasks set in the Action Strategy, the Resolution of the President of the Republic of Uzbekistan dated December 2, 2017 "On measures to improve transport infrastructure and diversify foreign trade routes in 2018-2022" was adopted. In accordance with this resolution, in the field of transport infrastructure development - further development of railway, road and air transport and strengthening their material and technical base, improving the level and quality of freight services, construction of international logistics centers, highways of international importance. construction and reconstruction of the necessary infrastructure along the coast.

At the 15th summit of the Economic Cooperation Organization (ECO) in Ashgabat on 28 November, President of Uzbekistan Shavkat Mirziyoyev discussed the effective use of existing transport corridors in the region and the creation of new ones. The head of state stressed the importance of establishing interregional transit hubs, developing modern transport and road infrastructure, optimizing transport and transit tariffs and providing additional discounts, easing conditions for international freight and passenger traffic, finding concrete solutions to the digitalization of the transport sector. 'kidladi. In order to implement these plans, it is necessary to develop a regional strategy aimed at developing transport and communication links and expanding the transit potential of our countries.

Road transport is a technical and economic system, which, in terms of purpose, structure, resources used and the evaluation of results, it provides the transport process with transport communications, creates the necessary conditions to increase the productivity of rolling stock, changing the density of traffic on highways provides technical and economic conditions depending on the geometric factors and the intensity of their disposal by road transport.

Road transport has a number of distinctive features from other modes of transport, in particular, it has to constantly adopt new types of cargo volumes..

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The organization of the system of territorial-network management in road transport requires the integration of a number of sectors and branches of the economy into a single automobile-road complex.

The planning and management of the country's road complex should be carried out with a view to the ultimate goal, taking into account the socio-economic characteristics of its operation and development and the unity of all outlets.

The common goal of all elements of the road complex is to meet the needs of enterprises and the population in freight and passenger transportation.

The amount of social (live and packaged) labor expended to meet the needs of transport can be taken as a criterion for the operation and development of the road complex.

President of the Republic of Uzbekistan Shavkat Mirziyoyev said at a meeting on October 2 on the development of the road sector and attracting investments in this area. He noted that in recent years the share of finished products in the country's exports is growing and plans to increase it in the future, and for the rapid and quality delivery of goods to the destination, developed road infrastructure is needed.

He instructed to implement 18 major projects on 1,600 km of roads of international and national importance, including the need to actively involve international organizations and private partners in the construction or repair of roads. It was noted that the involvement of the regions in the repair of internal roads is not noticeable. The Ministry of Finance has been tasked to introduce a procedure for allocating funds from the national budget only for public roads, and for domestic roads from the local budget. It was noted that public-private partnerships in the field of road construction are well developed in foreign countries. It was noted that it is possible to attract investors to projects through the provision of roadside infrastructure. Officials were instructed to develop a procedure for the placement and operation of roadside facilities in the framework of public-private partnership projects.

In accordance with the Decree of the President of the Republic of Uzbekistan dated December 9, 2019 No PF-5890 "On measures to deep reform the road system of the Republic of Uzbekistan"

Fees and charges for entry into the territory of the Republic of Uzbekistan and transit through its territory at the checkpoints across the State Border of the Republic of Uzbekistan, as well as the permissible weight of vehicles by carriers and control over the observance of dimensional parameters is carried out by the customs authorities. From December 1, 2021, the amount of the fee for the entry of foreign vehicles into the territory of the Republic of Uzbekistan and the transit through its territory is distributed in the following order:

70 percent - to the state budget of the Republic of Uzbekistan;

20% - development and support of the Committee for Motor Roads under the Ministry of Transport of the Republic of Uzbekistan;

10 percent will be directed to the extra-budgetary fund of customs authorities for the organization of modern control at checkpoints across the state border, equipped with special automated measuring devices that record the weight and dimensions of vehicles, and for the proper maintenance of internal roads in the territory of these customs posts.

In general, it was noted that in order to radically reform the road sector, it is necessary to create a working group consisting of representatives of relevant ministries and departments and develop a strategy for the development of roads in 2020-2030. This strategy, first of all, identifies measures to radically improve the road management system.

In addition to public roads, the country also has roads belonging to enterprises and offices that serve industry, agriculture and other organizations. Most of these roads also have hard pavement. Roads owned by agencies and organizations are not part of the road infrastructure. They are the property of relevant organizations and enterprises and are used as facilities. These enterprises are responsible for repairing and maintaining these roads. When using this or that type of road (total load capacity, axle load, overall dimensions, speed), the cost of fuel and lubricants, wear and tear of vehicles and their parts, labor productivity, traffic safety and transportation costs have a significant impact. Therefore, the improvement of transport efficiency of roads will reduce the cost of managing the moving part and, conversely, their reduction will lead to a lack of funds for the expansion of the road system and their maintenance, deterioration of the working condition of the carriageway and transport and other costs. leads to an increase in losses.

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Currently, the enterprises of the system are not able to participate in international projects due to the fact that the Committee for Motor Roads has accumulated the functions of both the customer, the contractor and the operator. Therefore, it is planned to exclude construction companies from the committee and establish a joint-stock company "Uzavtoyol" on their basis. Great attention will also be paid to the construction of highways with the participation of private partners. The head of state stressed that improving the quality of roads should begin with the design. To this end, instructions were given to increase the number of project organizations, strengthen their material and technical base and staff.

Thus, the effective management of the road sector will ensure the operation of the entire road complex, saving production and material resources, accelerating social production, ie the development of regions (primarily agriculture), the development of regional industrial complexes and industrial enterprises.

The structure of the road sector and the laws of its development The road sector includes all public roads, as well as enterprises and organizations that ensure the repair and maintenance of these roads.

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