

FOREIGN EXPERIENCES IN PROVISION OF TRANSPORT SERVICES

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Abstract. This article analyzes the best practices of foreign countries in the field of transport services. The study covers the main areas of organization, management and development of transport services in developed countries, including digitalization, optimization of logistics systems, multimodal transportation, public-private partnership mechanisms and environmental sustainability. It also assesses the role of innovative approaches in improving the efficiency of transport services. Based on the generalization of foreign experience, practical proposals and conclusions are formulated for the development of the national transport system.

Keywords: transport services, foreign experience, logistics system, multimodal transportation, digitalization, transport infrastructure, public-private partnership, service quality, sustainable development.

When analyzing the current state and future prospects of the transport services sector in the country, it is necessary to compare not only the activities of domestic enterprises and centers, but also with foreign countries. For the purpose of comparative analysis, foreign countries are selected based on criteria such as geographical location, export-import partners, and leadership in the transport services efficiency index. Based on this, the activities of the main export and import partners China, the Russian Federation, and Kazakhstan are analyzed. Belarus and Kazakhstan, which are partners in the CIS, are analyzed based on geographical proximity. Germany, Singapore, and Australia are selected for analysis as leading countries in the transport services efficiency index. Vietnam and Côte d'Ivoire are analyzed to study their experience as countries that have made a huge leap in the transport services efficiency index. Countries are analyzed mainly in terms of general, economic, and transport services indicators.

As you can see, Singapore and Germany are among the leaders in all indices not only in the table, but also among the countries of the world. The reason for their absence in the EMLI is that they are not included in the list of developing countries. Russia, Kazakhstan, China and Vietnam are among the countries with average performance indicators, Belarus is one of the countries with a below-average performance, and Côte d'Ivoire is one of the countries with a below-average performance. Uzbekistan is also included in this group according to only one index. The fact that countries record different indicators also depends on their economy. Let's consider them in more detail.

Australia. It is one of the developed countries of the world, having gained independence in 1901. This country, which ranks 6th in the world in terms of territory, has access to the Indian and Pacific Oceans. As of 2021, its GDP is \$ 1.454 trillion. In 2021, the GDP growth rate increased by 5.9%, and in 2022 by 2.7%. The GDP per capita is \$56,412. Australia accounts for 2.1% of the world economy. It ranks 19th in the world in terms of exports and imports. Australia is a highly developed post-industrial country, and its economy can be described as a "two-speed economy". Not all parts of the country are equally developed. The country's economy is mainly driven by regions with developed mining, resource-based manufacturing, and services.

The country is working on a national strategy to increase efficiency and productivity in this area. To this end, it has spent 70 billion in the last 10 years on upgrading transport infrastructure and plans to spend 75 billion for 2018-2027. It has invested 110 billion Australian dollars in improving road transport infrastructure. The main issue is to make the domestic railway transport

system efficient and technologically robust. Thanks to the results of these efforts, it is achieving good results in international ratings. Applying this aspect will also be effective in our country.

Republic of Belarus. It gained independence in 1991 and ranks 114th in the world in terms of economy. A moderately developed industrial state. Agriculture and mechanical engineering are the leading sectors of the economy. According to 2021 data, GDP is 69.75 billion dollars. GDP per capita is \$ 6,744. If we look at the share of sectors in GDP, agriculture is 8.1%, industry is 40.8%, and services are 51.1%. The main export and import partners are Russia, Ukraine, Germany, and Poland.

This country, which has a relatively small area, population, and GDP compared to Uzbekistan, has been showing similar results to our country in international rankings. So, our country has potential, which needs to be unleashed. Belarus is a country with a favorable geographical location, located at the crossroads of transport routes connecting Western Europe with the East. In addition, it also connects them with the Black Sea and the Baltic Sea. According to 2021 data, the share of transport services in GDP is 5.1%. Exports of transport services accounted for 43% of total exports and 41% of the foreign trade balance, amounting to \$4.4 billion. As of January 1, 2022, there were 61 transport service centers performing various functions. Member of the International Convention on Electronic Consignment Notes for International Carriage of Goods. Belarus's international transport tactics can be applied in your country as an international experience.

Vietnam. A country that gained independence in 1945, it is an agrarian country with a developing industry based on a mixed economy. GDP is \$1016 trillion. GDP per capita is \$10,538. The share of the services sector in GDP is 43.3%, industry is 38.3%, and agriculture is 18.4%. The main export and import partners are the United States, China, Japan, and South Korea.

Transport services in the country began to develop in the 90s. Currently, the country's transport services market is worth 20-22 billion US dollars, which is 30% of GDP. In recent years, the growth in the transport services sector has averaged 16-20%. As a country that has made a big leap in the LPI rating, it has shown stable growth rates. According to data, more than 1,300 transport service providers operate in the country. The main volume of transport in the country is accounted for by sea transport. However, sea transport by private sector representatives accounts for 18%. This indicates the need for reforms in this area. The country's government has adopted a law to increase the share of transport services in GDP to 8-10%, and its position in the international rating to 50. This can be considered an experience that can be used in Uzbekistan.

Germany. This state union, whose history dates back to 843, has existed as a full-fledged state since 1990. GDP is 4,672 trillion US dollars. Germany is a developed post-industrial country, and services account for 78% of GDP. In Germany, like in Australia, the market for freight and transport services is segmented. According to the results of the study, the growth of the market for these services in the country is projected to increase by 3% by 2028. During the pandemic, the country experienced a significant decline. Since it is mainly based on the export of transport services, the volume of orders decreased sharply. But then it recovered. The development of the e-commerce market paved the way for the further development of the transport services market in the country. Road transport leads the share of total transported goods in Germany. 90% of domestic transportation is carried out by the national transport service.

Germany is one of the countries where the first transport service centers of today's form emerged, and is home to the largest transport service centers. The activities of transport service centers are so well organized that companies, despite having their own warehouses and transport, use the services of transport service centers. The world's largest transport service companies also

belong to Germany. In terms of efficiency, it also ranks high in the international index, competing with Singapore. The convenient and optimal organization, location and functions of transport service centers can be used in our country.

Côte d'Ivoire. This country gained independence in 1960, and its GDP is 107.04 billion US dollars. GDP per capita is 1681 US dollars. Agriculture is well developed in its economy, and it is the main cocoa producer. The main export and import partners are the United States, Nigeria, Ghana, France, and China. Like Vietnam, Côte d'Ivoire is a country that has made significant progress in the transport services efficiency index. The problem in the country's transport and transport services sector is the poor quality of its road transport infrastructure. Investments in this sector have paid off and shown good results in the index. However, investments must be made on a continuous basis to maintain, expand and improve the infrastructure in good condition. Due to the extremely high level of traffic congestion in the country, trucks carrying goods used to make an average of 8 detours per day to reach their destination. Now they make a maximum of 3 detours. Another problem is that the country's transport sector is underdeveloped, and there is strong competition. Mostly small operators operate, and they have not achieved good quality changes. Despite an 8% increase in import and export volumes, the condition of the roads has not improved. The existing transport services at the port of Abidjan are not yet ready to transfer the development of the territories to the private sector and provide incentives to transport operators. It is not possible to compare the results of changes in the country through the LPI in 2023. The country is not included in the ranking this year.

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