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## **Road Map of Economy** **(Highways: state, construction, financing)**

Section "Technical Science, Transport"

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Reliability of delivery and transport expenses of business are closely connected with a state and quality of highways. The international practice shows that inadequate development of transport systems at the national level leads to the overestimated expenses in spheres of production and services, constrains development practically of all branches of economic activity, limits social guarantees of citizens.

The problem of the choice of mode of transport is solved in an interconnection with other problems of logistics, such as creation and maintenance of optimum level of stocks, packing choice, etc.

Optimum information on characteristics of different types of transport forms for concrete transportation a basis of the choice of mode of transport. There are various modes of delivery of combined freights. The consignor for a right choice of a mode of delivery needs to understand what the main differences between modes of transport consist in and what of them is most effective in these or those cases.

Main characteristics of delivery of goods different types of transport

Characteristic	Modeoftransport		
	Automobile	Railway	Air



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Delivery speed (transit time)	Moderate	Low	high
Delivery cost. Moderate. low. high.	Moderate	Low	high
Safety of freight	High	Low	moderate
Dependence on weather conditions	Moderate	Low	High
Flexibility (an opportunity to transport different freights)	High	Moderate	Low

The motor transport – one of advantages – high maneuverability. By means of the motor transport freight can be delivered "from doors to doors" with necessary degree of urgency. This mode of transport provides a delivery regularity. Here, in comparison with other types, less strict requirements are imposed to packing of goods.

The main lack of the motor transport is rather high cost of transportations, the payment for which is usually raised on the maximum loading capacity of the car. Also urgency of unloading, a possibility of plunder of freight and stealing of motor transport belong to other shortcomings of this mode of transport.

Expediency of use of motor transport is defined also by transportation distance. Delivery to distance less than 1000 km can take with air transport more time, than automobile because of time for operations on processing of freights, and for distance of 1500-2000 km – approximately as much.

The motor transport is the most flexible and adapted for transportation of various freights. The only restrictions of dimensions are length, width and height of a cargo cabin of the car. For example, at the eurotruck which is the most often used at long-distance transportations it is 13x2.4x2.4 m. Experience shows that the

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motor transport is also the safest. Damages of freights, losses and thefts are almost excluded when transporting by the motor transport.

The factors influencing a choice. Type of transport	Delivery time.	Frequency of departures.	Reliability. Observance of the diagram of delivery.	Ability of transport of different loads.	Ability to deliver a load in any point of the territory.	Transportation cost
Railway	3	4	3	2	2	3
Water	4	5	4	1	4	1
Automobile	2	2	2	3	1	4
Pipeline	5	1	1	5	5	2
Air	1	3	5	4	3	5

At the choice of transport first of all take the following factors into account:

- reliability of observance of the schedule of delivery;
- delivery time;
- transportation cost.

The main restriction of automobile mode of transport is the delivery geography. Not in all points it is possible to deliver freight the car due to the lack of roads. Besides, costs of delivery by the motor transport of distance more than 3000 km usually exceed costs of delivery by rail.

Now through the territory of Uzbekistan there pass 20 international transport corridors focused:



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- in the northern and northwest direction along the international automobile route of E-40 with an exit to Kazakhstan, Russia, Ukraine and to countries of Western Europe,
- in the southwest direction along the international corridors of TRACECA, E-60 with an exit through Turkmenistan and the Caucasus to the countries of Eastern and Western Europe,
- in the southern direction on realization of the Trans-afghan international transport corridor with an exit to Afghanistan, Iran and its ports, and also the alternative direction with an entry through Afghanistan in Pakistan and to its ports (Karachi, Kasim, Gwadar),
- in east direction along the international automobile routes of TRACECA, E-007 with an entry through Kyrgyzstan in China.

In Uzbekistan the task of improvement of the existing network with bringing its parameters to the international requirements and integration into the international transport corridors is currently set.

For financing of the road sphere in Uzbekistan the Republican road fund at the Ministry of Finance which is the public authority accumulating target funds is created on October 1, 2003. Sources of formation of the income of Fund are obligatory assignments of means (obligatory payment from a turn) the enterprises, farms, the organizations, the single collecting paid by owners (users) from the cost of vehicles, collecting on entrance and transit of vehicles of the foreign states on the territory of the Republic of Uzbekistan, a fare of heavy and large-size vehicles. And if receipts in Road Fund made 145.6 billion sums. in 2015 their size made – 2782.6 billion sums., from which about 30% - 838.9 billion sums 52.7%-1467.9 billion of sums for construction and reconstruction of public highways were spent for repair and the maintenance of public highways, and. [2]

Essential changes in the organization of road construction took place in 2006. Functions of the customer, and also on technical and financial supervision of Available at <https://edupediapublications.org/journals/index.php/IJR/issue/archive>



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construction, reconstruction and repair of the public highways which are a part of the international transport corridors, intra republican and interregional roads were assigned to republican Road fund. On intraregional and public raionwide highways these functions are assigned to services of the uniform customer at Council of ministers of the Republic of Karakalpakstan and the hokimiyatakh of areas.

Such order allowed to increase efficiency of use of the public funds allocated for highways. At former system when the customer and the contractor acted in one person (SAC of Uzavtoyul), the insufficient attention was paid to quality of road repair construction works, target and effective use of fund wasn't provided up to standard.

In the adopted Law RUZ "About Highways" the concept "paid highways" which can be created at the expense of means of the state budget, natural and legal entities is introduced for the first time, and at the same time for the organization of the paid movement the highway can be put into operation to persons in the order determined by the legislation. Now the total length of network of public highways makes (42530) km. On a social economic role and administrative value they are sectioned into roads: the international value – (3626) km, the state value - (16909) km, local value - (21995) km. Depending on technical indicators there are 5 categories of highways from which I – (2246) km, II – (5363) km, III – (7800) km, IV – (19333) km, V – (7788) km. (2006).

In the Concept approved by the resolution the elements of strategic character important both for ensuring economic (transport) security, and for full use of transit potential distinctly are traced. The uniform transport network of the country has to provide appeal and competitiveness transit, and also efficiency of the international, interregional and intraregional automobile transport. At the same time the operating and new transport corridors have to provide:

- the shortest multiple exits to the regional and international markets excluding dependence of access on any one country;

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- effective and free movement of motor transport between regions of the republic without traverse of territories of the adjacent states;
- reliable year-round public conveyance and freight traffic on mountain sections of the strategic highways connecting regions of the republic.

The concept provides development of bases of uniform state policy in the sphere of development and improvement of road construction which important elements are improvement of a control system and financing of road economy, harmonization of transport policy and the legislation, standardization of procedures of traverse of boundary and customs transitions. The attention is paid to creation of modern roadside infrastructure that assumes revision of an order of allowing procedures and ordering of activity of objects of roadside service, the organization at highways of special services for rendering medical, technical assistance and mitigation of consequences of the road accidents. Creation of the international logistic center in the form of the "dry port" in the city of Navoi providing the combined forwarding services of the motor, railway and air transportation is planned. Deepening of cooperation in use of the international transport routes with the international organizations and regional structures, such as SCO and EuroAsEC, and active involvement of the international financial institutions to financing of large projects of road construction is planned.

Important problem of 2016 in Uzbekistan is continuation of already begun work on realization of unconditional realization of basic provisions of the Program of development and modernization of engineering communication and road and transport infrastructure for 2015-2019. Questions on completion of modernization of the Uzbek national highway have to be the focus of attention for what in the current year it is necessary to provide construction and reconstruction about 513 kilometers of highways. [1]

### Literature:

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