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MEHNAT IQTISODIYOTI VA INSON KAPITALI

2023

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ФОРУМ

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THE MUTUAL INFLUENCE OF TRANSPORT ON MACROECONOMIC INDICATORS IN UZBEKISTAN

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Abstract. The article describes the main tasks of the development of the transport system in accordance with the macroeconomic proportions and sustainable development goals of the country, justifies the importance of strategic planning and transport development forecasting. On the basis of using Panel data analysis method of fixed effects model, a multifactorial model of the dependence of cargo turnover on macroeconomic indicators was constructed. The results of the forecast, as well as methodological approaches to its development can be used by ministries and transport departments when developing a development strategy.

Key words. transport policy, transport system, macroeconomic indicators, logistics, cargo turnover, investments, fixed effects model, macrologistic systems, foreign trade, GDP, economic growth, econometrics.

O'ZBEKISTONDA TRANSPORT TIZIMINING MAKROIQTISODIY KO'RSATKICHLARGA O'ZARO TA'SIRI

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Annotatsiya. Maqolada transport tizimini makroiqtisodiy mutanosibliklarga va mamlakatning barqaror rivojlanish maqsadlariga muvofiq rivojlantirishning asosiy vazifalari bayon etilgan, transportni strategik rejalashtirish va prognozlashning ahamiyati asoslab berilgan. Ruqsat etilgan ta'sirlar modelining panel ma'lumotlarini tahlil qilish usulidan foydalanish asosida yuk aylanmasining makroiqtisodiy ko'rsatkichlarga bog'liqligining multifaktorial modeli tuzildi. Prognoz natijalari, shuningdek, uni ishlab chiqishning uslubiy yondashuvlaridan vazirliklar va transport idoralari rivojlanish strategiyasini ishlab chiqishda foydalanishlari mumkin.

Kalit so'zlar. transport siyosati, transport tizimi, makroiqtisodiy ko'rsatkichlar, logistika, yuk aylanmasi, investitsiyalar, qat'iy ta'sir modeli, makrologistik tizimlar, tashqi savdo, YaIM, iqtisodiy o'sish, ekonometrika.

Introduction:

The country's transport policy is based on the conceptual provisions and operating conditions approved by the Government of the country and possible scenarios for the development of the national economy in the long term. The strategic goal of the functioning and development of the country's transport system is to ensure, through the advanced development of transport infrastructure, the accelerated and stable development of the national economy, the growth of its competitiveness, improving the well-being of people and the quality of life in each region.

Macroeconomic proportions are constantly changing under the influence of many factors. In modern conditions, changes in the proportions of the national economy can be influenced by the following factors:

- firstly, the impact of scientific and technological progress on increasing the technical level of production, on changes in the ratio between various spheres and industries in the economy;
- secondly, the advanced development of basic (structure-defining) sectors of the national economy;
- thirdly, an increase in the share of non-productive sphere in the national economy;
- fourthly, the accelerated development of the manufacturing sectors of the national economy in comparison with the extractive industries;
- fifth, the expansion of the country's participation in the international division of labor, the growth





of transit and export volumes, the increase in foreign trade turnover of the country;

- sixth, a significant impact on the inter-sectoral proportions can have a national or global economic crisis, economic sanctions and trade wars between countries, unforeseen circumstances like the COVID-19 pandemic.

The links of the transportation process form a single transport system, which is one of the important subsystems of macrologistic systems. One of the main directions of the macroeconomic policy of any state is the management of material flows at the regional, national or country level. Even in developing countries, where we are not talking about the creation of micrologistic systems, the state initiates the creation of a certain model of a macrologistic system, the main elements of which are transport, communications, infrastructure facilities for the promotion of material flows. As noted by Panova (2010), “no economy can develop progressively if an effective functional model of the transport system is not created. In every production process, the movement of the object of labor and the means of production and labor force necessary for this play an important role.” At its core, the emergence of transport and logistics processes in market conditions is characterized by a high degree of uncertainty. Shippers resort to the services of transport structures when there is a need to move specific types and volumes of commodity material resources in space. At the same time, from the point of view of the controllability of macro- and micrologistic processes, it is assumed that these specific shipments should be planned in the same way as the production of products.

Literature review:

Ideas about the relationship and mutual influence of transport and the economy have been found in the literature since the second half of the 20s of the last century. Since that time, many scientific studies have been conducted proving the indisputable existence of a dynamic relationship between the state of the national economy and the development of the country’s transport system. So, Golts G.A. restored the “dynamic series of GDP and compared them with the performance of transport over a long historical period: from 1685 to 1991. A reliable correspondence between the dynamics of transport indicators and GDP was obtained by the researcher with the introduction of only two factors: the volume of cargo transportation and the speed of their delivery. “

Eichler and Zotkina (2015) studied the relationship between the trends in the turnover of road transport and the growth of Russia’s GDP. Scientists concluded that “freight transportation reflects the state of development of the entire economy in terms of material flows across all modes of transport, and transport itself is an important factor influencing the formation of GDP. At the same time, the change in the macroeconomic indicators of the national economy is primary in relation to the demand for transport, since the turnover of motor transport in dynamics has a delayed reaction to changes in GDP growth rates.” The presence of a long-term quantitative dependence of different transport modes on economic growth has been proved by other studies, for example, in the works of Mohmand at al (2020), Balsalobre-Lorente at al (2019), Ozer at al (2021). They also determined the parameters of this dependence.

Huang at al. (2023) explored the relationship between transportation, urbanization, economic growth and GHG emissions, as well as the impact of environmental regulations on GHG emission reduction in ASEAN countries. The research accompanies a few environmental studies that check the cross-sectional dependence and slope heterogeneity issues.

Plakandaras et al. (2019) forecast air, road and train transportation demand for the U.S. domestic market based on econometric and machine learning methodologies, specifically, a Support Vector Regression (SVR) and from econometrics, the Least Absolute Shrinkage and Selection Operator and the Ordinary Least Squares regression. As a result of the study, they found that the transportation demand is influenced by fuel costs, except for road transportation where macroeconomic conditions affect transportation volumes only for specific forecasting horizons.

A new method of traffic flow forecasting based on quantum particle swarm optimization (QPSO) strategy for intelligent transportation system (ITS) was presented Zhang et al. (2020). They created a corresponding model based on the characteristics of the traffic flow data. Outcomes demonstrate that compared with other models, the proposed algorithm can diminish forecast errors and receive more stable prediction results.



Despite the wealth of research in this area, gaps remain in studies of the considered problem in Central Asia countries, especially in Uzbekistan. This paper calls for investigation into this gap in the literature.

Materials and Methods:

Some experience has already been accumulated in the world practice of forecasting cargo and passenger flows. The extrapolation, statistical, economic-mathematical and other formalized methods used in this case have a number of disadvantages. Thus, the disadvantages of the heuristic method include: subjectivity of assessments of patterns and criteria by experts, a limited number of factors taken into account in forecasts, insufficient degree of reliability of predictive models. The use of a particular method is effective if there is some initial information about the factors affecting freight and passenger transportation, which is not always possible.

The methodology of the research is based on systematic approaches to the study of problems using statistical, heuristic methods and techniques for analyzing the world practice of studying the principles of sustainable development of industrial enterprises, as well as the analysis of the program of sustainable development of a modern enterprise. On the basis of using Panel data analysis method fixed effects model, a multifactorial model of the dependence of cargo turnover on macroeconomic indicators was constructed.

The statistical base of the study was the information materials of the State Statistics Committee of the Republic of Uzbekistan and the Ministry of Economy and Finance of the Republic of Uzbekistan. Freight traffic volumes and cargo turnover are accepted as endogenous variables. We observed cargo turnover on road transport in 14 regions of Uzbekistan in 2010-2021.

Results:

The issues of forecasting and planning of socio-economic systems were dealt with by such outstanding scientists as I.Ansoff (2009), N.D.Kondratiev (2016), K.Marx (2016), H.Mintzberg (2009), Strickland-III J. (2006), M.Mescon (1997), Russian scientists V.I.Muntiyani and S.A.Nechaev (2018) investigated the issues of strategic planning as the main structural element of the system of state regulation of the economy.

Currently, statistical forecasting methods are increasingly being used, in particular, the methods of paired and multiple correlation, which have the following advantages: comparative simplicity, the availability of well-developed methods and programs for calculating on a computer; relatively high prevalence of the method among specialists in the field of transport system design; ease of obtaining predictive dependence in general and comparative versatility in its application; small time spent on obtaining partial solutions with known values of arguments, on which the forecast value depends; the ability to study the influence of individual factors and relationships on the forecast value; the ability to assess the uncertainty of the initial information on the degree of accuracy of the forecast; a high degree of objectivity, etc.

In this study, we use a fixed effects model. Forecasting traffic flows using *panel data* allows us to expand the range of factors under study, the number of which is practically unlimited with the modern capabilities of computer programs. The selection of factors affecting the size of cargo traffic has a great impact on the quality of the forecast. Socio-economic phenomena, under the influence of which cargo flows are formed, are complex in nature and are determined by a multidimensional system of some factors.

The study of the patterns of transport formation using statistical methods is usually based on the use of single- or multi-factor models. The most important stages in the construction of traffic forecasting models are as follows: (1) *selection of factors that most strongly affect the forecasted value of traffic flow*; (2) *selection of the most accurate form of functional connections*.

Although the growth of global air traffic turned out to be significantly higher than global economic growth, economic theory and analytical studies of foreign economists show that there is a high degree of correlation between them. Changes in personal income affect the level of consumer purchasing



► Makroiqtisodiyot

power and the ability to carry out recreational travel. Other factors that have influenced the demand for transportation “are changes in airline costs and, accordingly, in air fares, the availability of air transportation, changes in the regulation and development of tourism” (Basovskiy, 2003).

In order to increase the number of observations of parameters, we decided to observe the dynamics of macroeconomic indicators in the context of regions. We observed cargo turnover on road transport in 14 regions of Uzbekistan. However, due to the fact that rail and air modes of transport, due to their characteristics, cannot be represented in regional statistics, we examined the cargo turnover by road transport and made a regression analysis of its dependence on many different factors, from which several of the most significant equations were selected. The influence parameters were grouped by their effect on supply factors, demand factors and quality factors (Table 1).

The calculations performed when compiling one-factor models of auto-correlation AR (1) revealed a very high correlation coefficient of cargo turnover with the considered indicators (0.97-0.98), normal values of Durbin-Watson statistics confirming the hypothesis of the absence of autocorrelation of residues (1.58-1.90).

However, the coefficients of determination are quite low, the equations with GDP per capita and the provision of regions with a transport network have a negative value of the coefficient of determination, which contradicts logic.

Table 1

The main indicators of the revealed correlation dependencies of the freight turnover of motor transport on macroeconomic indicators by region for 2010-2021 (168 observations)¹

	Equation 1	Equation 2	Equation 3	Equation 4	Equation 5	Equation 6	Equation 7	Equation 8	Equation 9	Equation 10
Supply factors										
GDP	0,003 (0,0000)									
GDP per capita		-6.94E-05 (0,8975)								
Income of the population			0.005 (0,2321)							
Investments in fixed assets				0.013 (0,0000)						
Investments in OK in transport					0.068 (0,0000)					
Demand factors										
Foreign trade						0.037 (0,0029)				
Industry							0.003 (0,1977)			
Construction								0.020 (0,0364)		
Retail trade									0.032 (0,6048)	
Quality factors										
Provision of a transport network										-0.694 (0,8771)
R-squared	0,98	0,98	0,97	0,98	0,98	0,98	0,98	0,98	0,97	0,98
Durbin-Watsonstat	1,59	1,58	1,58	1,73	1,90	1,75	1,56	1,58	1,59	1,58

In addition, in some equations the confidence probability is higher than the norm. As a result, a two-factor model of first-order autocorrelation AR(1) was selected with the following indicators:

$$GRUZ = 0,09INVEST_TRANS + 0,01 RETAIL + 0,74AR(1) + 874,8^2$$

$$\begin{matrix} (7,20) & (3,53) & (14,25) & (16,39) \\ (0,0000) & (0,0006) & (0,0000) & (0,0000) \end{matrix}$$

$R^2 = 0,98; DW = 2,03.$

¹ Calculated by the author using a specialized econometric package Eviews.

² Calculated by the author using a specialized econometric package Eviews.

Equality shows that other things being equal, *an increase in investment in the transport industry by 1% will lead to an increase in cargo turnover by 0.1%, and an increase in retail trade by 1% will lead to an increase in cargo turnover by 0.01%.*

Analysis:

For Uzbekistan, which is separated from international sea routes by the territories of two or more states, the costs of exporting and importing products are becoming a critical factor of competitiveness. The sustainable functioning of transport within the country and its adjacent communications is a guarantee of the unity of the economic space, the free movement of the population and commercial products, the improvement of life and living standards of the population, ensuring the integrity and national security, the integration of the country into the world economic space. During the years of independence, large-scale structural and institutional reforms in transport have been carried out in the republic. There is a gradual denationalization and privatization of transport facilities, a gradual transition from administrative management to state regulation of market entities continues. At this stage, we can say that the legal framework for transport activities in market conditions is basically created. Uzbekistan is one of the participants in the international transport system and a full-fledged subject of global economic processes. At the same time, in order to improve the position of Uzbekistan in the world rankings in logistics, it becomes particularly relevant to study the experience of other states, primarily economically developed countries in regulating and investing in industries that ensure the vital activity of the transport and logistics system. Currently, there are a number of shortcomings and problem areas in the industry.

According to experts, there is an insufficient level of development of multimodal transportation, logistics, customs, warehouse services in Uzbekistan, the service of 3PL and 4PL providers is not developed at all. At the same time, it is particularly noted that "the volume of container traffic in Uzbekistan is significantly lower than in developed countries. To some extent, this is due to high transport tariffs indexed by the formula "costs + profit". Currently, the railways of the region are unproductive, the existing tariff policy is not aimed at supporting small and medium-sized companies - shippers and exporters of goods.

In order to prevent irreparable mistakes in making managerial decisions fraught with material and financial damage, provoking economic shocks and crises, it is necessary to evaluate possible alternatives to solutions in a market economy and predict various trends in dynamics in different areas of transport services for the population and cargo customers in the regions, taking into account the impact of various factors - from the development of scientific and technical progress to the behavior of counterparties and competitors in the domestic and foreign markets. That is why strategic planning becomes a necessary element in the formation of a competitive market strategy and tactics at any level of management. The main systemic error of the current system of forecasting the development of the country's transport system is that in the process of such planning there are no components that determine the complexity and consistency of the process, providing logical forward and backward links.

The main objectives of the development of the transport system aimed at achieving this goal are directly related to the long-term socio-economic and geopolitical priorities of the state:

- creation of a unified transport system in the country, elimination of administrative barriers in the movement of goods and people, elimination of imbalances in the development of the transport system as conditions for the formation of a single economic space, acceleration of the delivery of goods and passengers, reduction of the transport capacity of the economy;
- fuller realization of the transit potential of the country, increasing the competitiveness of domestic carriers and the development of exports of transport services based on the modernization of transport infrastructure, contributing to the integration of Uzbekistan into the world economy and the diversification of foreign trade;
- improving the reliability and accessibility of mass public passenger transport services as one of the factors of ensuring the quality of life and social stability, the development of interregional relations and the national labor market;
- development and implementation of systemic measures (modernization of transport, electrification of railways and other types of transport using more advanced energy carriers, in order



► **Makroiqtisodiyot**

to ensure its efficiency and environmental friendliness, etc.) aimed at limiting the environmental and other negative consequences of increasing motorization, with the maximum possible realization of its advantages and benefits;

- ensuring the formation and development of the transport system in accordance with the new requirements for it as an element of national security in connection with the changing geopolitical situation and positioning of Uzbekistan in the world community;
- construction of a transport policy aimed at accelerated and sustainable economic development and improvement of living conditions and quality of life, taking into account the increasing demands of society for ecology and conservation of natural resources.

With the development of transport, there are positive changes in the macroeconomic situation. An increase in the number of trips and passenger turnover indicates an increase in demand for passenger transportation, and a decrease in trips indicates a drop in the level and quality of life in the regions. Cargo turnover is an indicator of the development of the production sector. It is revealed that the distribution of cargo and passenger flows by types of transport is quite closely related, on the one hand, to the quality of regulation of the economy, and on the other hand, to changes in competitive conditions in the domestic and foreign markets of transport services.

Conclusion:

With the intention to develop a competitive transport policy of the country using the methodological approaches adopted in developed countries to formulate strategic transport development programs, methodological principles and conceptual foundations of strategic planning for the development of the country's transport system have been developed. It is proposed to balance the strategies and programs of transport development with the strategies of socio-economic development of regions and resource-providing sectors, compliance with environmental norms and standards based on minimum social norms, as well as expand transit and export services, taking into account the benefits of the country's geopolitical position.

In order to study trends in the volume of shipment and arrival of goods and their possible future changes, as well as for indirect regulation of the development of transportation of the most massive goods in the region, it is recommended to use transport and economic balances more widely on the basis of territorial material balances, which serve as a macrological guideline for regulatory authorities and market entities when studying the dynamics of supply and demand for goods and groups of goods sold (Yarashova, 2020).

Thus, we can say that in the strategic planning of the development of transport companies, all its components are important and the chain of logistics processes should not be interrupted. And the higher the level of the planning object, the more detailed the system of forecasts of socio-economic, scientific, technical, and geopolitical development of transport should be presented in the projects, taking into account all relevant factors and trends.

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