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THE IMPORTANCE OF IMPLEMENTING THE DIGITAL ECONOMY IN RAILWAY TRANSPORT

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ABSTRACT

The rise of the digital economy is one of the characteristics of the 21st century. It is hard to imagine today without digital technologies. The most important task of the modern economic infrastructure is to ensure the smooth operation of all sectors of society, to create conditions for production and the development of the economy in general. At the same time, transport, especially railway transport, is the main component of the industrial and social infrastructure of Uzbekistan.

KEYWORDS

Digital economy, digital technology, competition, communication, railway transport, transport system.

INTRODUCTION

The most important task of modern economic infrastructure is to ensure the uniform functioning of all spheres of society, creating conditions for the

development of production and the economy as a whole. The digital revolution, presented as a new stage of economic and technological progress, quickly

changed the life of mankind, providing ample opportunities, and also marked the beginning of a period of greater tension in the international competitive field. The digital economy is used to represent two completely different concepts. Firstly, the digital economy is a modern stage of development, which is characterized by the priority role of creative work and information benefits. Secondly, the digital economy is a specific concept, the object of study of which is the information society. In today's dynamically developing world economy, the digital economy is at the initial stage of its development, and the full transition to the digital information phase of modernity takes only a few years.

It should be noted that transport, especially rail, is the main component of the industrial and social infrastructure of Uzbekistan. Railway transport organizations provide transportation of goods and passengers, their storage en route, loading and unloading of various cargoes, provision of necessary wagons, their cleaning and connection to the train, ensure the transport process as a whole. The overall management and operational management of this process is currently carried out by Uzbekistan Temir Yullari JSC. Currently, Uzbekistan has a huge transport potential and opportunities to meet the needs of the country in the transportation of goods and passengers by all modes of transport on existing routes. As of October 1, 2021, about 18,723 enterprises and

organizations are involved in the transport sector. Compared to the same period last year, their number increased by 1,947 units, an increase of 11.6%. At the same time, the volume of freight turnover of railway transport amounted to 18,702.3 million. tkm.ni compared to the corresponding period last year, amounting to \$958.6 million.USA. t-km.ga or an increase of 5.4%. Geographical differentiation determines the ability of countries to develop. There are more than forty countries in the world that do not have direct access to sea transport, thereby being cut off from the cheapest mode of transport. Their trade relations largely depend on the level of development, transit opportunities and openness of neighboring countries, and most importantly - on political will. Uzbekistan attaches special importance to this issue. Uzbekistan is one of two States in the Central Asian region that shares all its borders with countries that do not have direct access to maritime transport, and borders with countries of the world that not only have no access to the sea, but also do not have access to sea routes. Until 1991, in Uzbekistan, neither road, rail, nor air transport had access to the southern, western and eastern international transport corridors. There was only a northerly direction. This has led to limited communication not only with the outside world, but also within the country.

Currently, a draft decree of the President of the Republic of Uzbekistan “on the digital transformation

of railway transport in the Republic of Uzbekistan” is being developed. In accordance with this, in recent years, a number of measures have been implemented in the republic aimed at the development of railway transport, in particular, the expansion of the network of electrified railways, the renewal of the railway fleet, the modernization of railway infrastructure, integration into the Eurasian transport corridors, as well as the development of passenger transportation by high-speed trains.

At the same time, at present, a number of problems remain in the railway transport services market, hindering the competitiveness of railway transport with an increase in the volume of export (transit) of services, and the free functioning of the private sector.

In order to widely involve the private sector in the railway industry, support business entities operating in this area, ensure the stable functioning of the railway transport of the Republic, introduce modern management methods and digitalization of business processes, as well as the effective use of the transit potential of the republic, a number of tasks have been outlined:

- The concept of development of railway transport in the Republic of Uzbekistan for 2022-2026;
- “Roadmap” for the implementation in 2022-2024 of the concept of development of the railway

transport sector in the Republic of Uzbekistan for 2022-2026.

It is planned to approve the proposals of the Ministry of Transport, the Ministry of Finance, the Antimonopoly Committee, the Agency for State Asset Management and attracted international consultants to improve the structure of Uzbekistan Temir Yullari JSC :

- a) As part of Uzbekistan Temir Yullari JSC:
 - creation of a strategic development and digital transformation office without a legal entity;
 - Creation of an "information research center" with the status of a legal entity;
- b) Introduction of the position of Deputy Chairman of the Management Board for Strategic Development and Digital Transformation in the executive body of Uzbekistan Temir Yullari JSC.
- c) Development of an information system for the provision of digital services to passengers and cargo owners and private operators, including declarant brokers, clients, based on the “digital transformation office” (first stage 2023-2024);
- d) The liquidation of the Uztemiriulkhisob center after the launch of the information system and the creation of a center for providing digital services to clients who do not have the status

of a legal entity as part of Uzbekistan Temir Yullari JSC (second stage 2024);

From January 1, 2022 to January 1, 2025:

mechanisms and equipment for loading and unloading operations purchased by enterprises providing railway transport services, including rolling stock management services (HS code 8425 11 000 0, 8425 19 000, 8425 42 000 0, 8425 49 000 0) from customs payments (with the exception of value added tax and customs duties) are exempt;

JSC "Uzbekistan Temir Yullari" and the enterprises included in its system are provided in accordance with the established procedure for permanent or temporary use of public railways, including railway and marshalling yards consisting of an earthen bed, protective zones, artificial structures, railway communication and power supply devices, structures and track devices, as well as railway tracks passing through railway tracks that are under the jurisdiction of railway transport organizations. for the lands occupied by household plots, the rates on land tax from legal entities have been reduced by 50%.

In accordance with this draft resolution, the cost of wagons and other property contributed to the authorized funds of newly created enterprises that are part of the organizational structure of Uzbekistan Temir Yullari JSC is not included in the income tax base

and a zero interest rate is applied when calculating value added tax.

It can be said that carrying out such work to some extent will have an impact on the accelerated development of the economy and will significantly improve it. In addition, it is advisable to carry out the following activities in the field of railway transport:

- Gradual reduction of subsidies for passenger transportation at the expense of revenue from freight and freight transportation;

The transition to subsidies from the state budget, the development of high-speed passenger transportation, improving the quality of services provided and the construction of a double-track overpass;

- Active introduction of advanced information and communication technologies to provide online services to cargo owners and passengers on the basis of public-private communication. Partnership;
- Continuation of work on improving the regulatory framework, coordination of interstate standards and conformity assessment systems in the field of railway transport, infrastructure facilities;
- Creation of transport research institutes, including training and retraining of personnel in the field of

scientific, design work and development of digital technologies.

In general, the economy of digitalization as a separate branch of the economy exists for two reasons. First, new economic models are needed, since many traditional assumptions about information in the digital world no longer exist. Secondly, new types of data generated by digitization require new methods of analysis. In the context of the globalization of the world economy and the development of technology, Uzbekistan's economic progress is impossible without the development of the digital economy.

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