



CRITERIA FOR ASSESSING ECONOMIC SAFETY IN THE FIELD OF MOTOR VEHICLES

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Article history:	Abstract:
Received: 10 th January 2022 Accepted: 10 th February 2022 Published: 25 th March 2022	In this article Scientific and theoretical bases of economic security in the field of road transport, threats in this area and the interests of Uzbekistan in the field of road transport. Also, scientific proposals and recommendations on the views of scientists on the assessment of economic security in the field of road transport of the Republic of Uzbekistan and the indicators and stages of the assessment of economic security have been developed.
Keywords: Economic security, national interests, innovative logistics technologies, external and internal threats, indicators, monitoring, forecasting, strategic measures, tactical measures.	

The intensification of globalization and rapid information exchange processes in the world play an important role in the development of foreign economic activity between countries, on this basis, transport services. According to the World Bank, The share of transport services in the world's GDP is 7-9%, and annually through all modes of transport 100 billion. tons of cargo and 1 trillion. passengers are transported, a large part of which falls on the contribution of developed countries¹. This is due to the development of transport infrastructure, high quality of services and competitiveness. Also today Due to the growing internal and external threats to the transport sector, the issue of its economic security is a problem that needs to be addressed comprehensively.

In our country Special attention is paid to the development of road transport, the development and implementation of digital technology and new innovative ideas, increasing the efficiency of road transport by ensuring the economic security of the industry. In particular, to increase the competitiveness of the national economy in recent years Further development of transport infrastructure, introduction of information and communication technologies in the national economy, social sphere and management system, provision of quality transport services to the population. Effective performance of these tasks in-depth analysis and monitoring of factors that negatively affect the development of the transport system, road transport timely detection and prevention of internal and external threats to its activities work requires.

In recent years, the government has implemented a number of reforms to further develop the road transport sector. In particular, in order to further improve the system of transport services, create a competitive environment and favorable conditions for carriers of all forms of ownership, as well as increase the transport and transit potential of the country, the Ministry of Transport, Ministry of Internal Affairs, Ministry of Justice and Uzstandard Starting July 1st²: procedure for payment of the state fee for issuance of license cards for trucks used in international transportation; new trucks and special vehicles imported and manufactured in the EU countries that meet the requirements of the Euro-5 and Euro-6 environmental class, as well as trailers and semi-trailers used for the carriage of goods by road; sole proprietors engaged in road transport; Requirements for the presence of vehicles on the balance of legal entities when obtaining a license to carry out activities for the carriage of passengers and goods by road have been abolished.

Automatic quarterly distribution of foreign and / or multilateral permits for international transportation by car among national carriers, licenses for urban, suburban, long-distance, international transport activities of passengers and cargo, foreign and / or multilateral permits for international transportation, as well as " Convention on the International Carriage of Goods "(Geneva, 14 November 1975) the system of obtaining permits to use the (CARNET TIR) notebook has been simplified.

Despite these reforms, today the country is working to modernize the road transport sector, adequately introduce advanced information and communication technologies and intelligent systems, increase the level of competitiveness in the regional transport market, increase the export and transit capacity of road transport services and make full use of its resources. not. Therefore, ensuring economic security in the industry is closely linked with the timely identification and elimination of existing problems and threats.

¹ <https://ma-research.ru/stati/item/257-v-2019-g-tempy-rosta-rynka-transportnykh-uslug-snizilis-do-2.html>.

² Ўзбекистон Республикаси Президентининг 2019 йил 6 мартдаги ПҚ-4230-сон қарори // Қонун ҳужжатлари маълумотлари миллий базаси (www.lex.uz).

Economic security in the field of road transport is a set of conditions and factors that ensure the level of protection of the industry from internal and external threats and influences, its financial independence, competitiveness, efficiency of potential use and economic development of the country¹.

Ensuring economic security in any area stems from national interests. The concept of national interest was introduced in the Oxford Encyclopedia in 1935 and began to be used in the social sciences. This concept was introduced into scientific circulation by American scientists R. Nibur and Ch. Bird².

National interest - a system of social relations, national needs, level of thinking, spiritual potential, psyche, traditions and values that determine the life of the nation, the people, directing its activities to certain goals³, self-preservation, territorial integrity and sovereignty, protection of political and economic system, ensuring freedom and economic well-being⁴, national interests or vital national interests are a set of vital interests of the individual, society and the state. National interest is determined primarily by policy actors⁵.

The national security strategy in the transport sector is defined in the National Security Strategy of the Russian Federation as increasing competitiveness by providing new high-tech modern means of transport, meeting the needs of leading industries and the population for quality and affordable transport services and ensuring global competitiveness.⁶

According to OM Tronenkova, the national interest in the field of transport is to meet the needs of individuals, society and the state in modern spectrum of transport services, to achieve high economic efficiency and security through modernization and technical equipment of the transport complex, ensuring the popularity of all levels of transport services.⁷

According to AA Zoxidov, sustainable development of the country's demand for cheap and quality transport services, expansion and modernization of existing transport routes, as well as the development of a national transport complex connecting Europe and Asia through the construction of new ones and ensuring competitiveness in the region⁸.

Summarizing the above, the national interest of Uzbekistan in the field of road transport can be defined as follows: full and quality satisfaction of the needs of economic entities and the population (freight and passenger), ensuring safety and continuity of transport, ensuring the competitiveness of the industry through constant infrastructure upgrades⁹.

The interests of the Republic of Uzbekistan in the field of transport are reflected in the following areas¹⁰:

effective meeting the needs of the individual, society and the state in modern transport services;

Achieving high economic efficiency of business entities and safety of transport processes through the modernization of the transport complex;

creation of new transport corridors connecting eastern countries with western and southern countries and modernization of existing ones;

expansion of freight capacity of highways in order to increase the economic efficiency of the transit system;

Beneficial participation in the integration and development of the Central Asian transport system, increasing and effective use of the potential of Uzbekistan in this system;

prevention and elimination of transport crimes, including terrorism.

The interests of the Republic of Uzbekistan in the field of road transport are reflected in the following areas:

effective and high-quality satisfaction of the needs of economic entities, the population and the state in road transport services;

Achieving high economic efficiency of economic entities and safety of transportation processes through radical modernization of the road transport sector;

ensuring a high level of economic security, which is an important factor in the development of road transport;

minimization of road transport costs in export-import operations;

prevention and elimination of economic crimes in the field of road transport.

Internal and external threats to the interests of the Republic of Uzbekistan in the field of road transport include:

¹Author's description.

²Трухачёв В.В. Национальные интересы: теоритический дискурс проблемы // Вестник РУДН, серия Политология, 2010. – №1.

³Фалсафа: комусий луғат. (Тузувчи ва масъул муҳаррир Қ.Назаров). – Т.: Шарқ, 2004. –Б. 268.

⁴Ўзбекистон миллий энциклопедияси 4-жилд. – Т.: “Ўзбекистон миллий энциклопедияси” Давлат илмий нашриёти, 2003.

⁵Бобокулов И.И. Хавфсизлик. Луғат. – Т.: Жаҳон иқтисодиёти ва дипломатия университети, 2011.

⁶ <https://rg.ru/2015/12/31/nac-bezopasnost-site-dok.html> /Указ Президента Российской Федерации от 31 декабря 2015 года N 683 “О Стратегии национальной безопасности Российской Федерации”.

⁷Троненкова О.М. Политика обеспечения национальных интересов России в транспортной сфере: на примере железнодорожного транспорта. Дисс. на соиск. канд. экон. наук., - Москва, 2011.

⁸Зоҳидов А.А. Марказий Осиё тизимини самарали бошқариш механизмини такомиллаштириш. Иқт. фан.док. ... дисс., - Тошкент, 2018. – Б. 196.

⁹Author's description.

¹⁰Зоҳидов А.А. Марказий Осиё тизимини самарали бошқариш механизмини такомиллаштириш. Иқт. фан.док. ... дисс., - Тошкент, 2018. – Б. 196.

Internal threats

slow development of road transport infrastructure and transport and logistics system;
the existence of cases of misuse of funds allocated from the state budget;
inadequate equipment of motor transport fleets with modern equipment and technology;
low level of financial liquidity, profitability and investment activity in the field of road transport;
the development of illegal activities in the transportation of goods and passengers;
the presence of economic crime and corruption in the industry;
lack of legal mechanisms for international transportation with individual countries;
deterioration of scientific and technical potential in the field;
low level of use of existing transit opportunities;
high transport costs as a share of the cost of production;
low level of modernization of the fleet with modern vehicles (heavy and oversized cargo);
increasing number of traffic accidents, etc.

External threats

The fact that some countries in the Central Asian region are increasing transit fees against the interests of Uzbekistan;

low level of competitiveness of national truckers in the regional road transport market;
the existence of cases of ousting of national motor carriers in the market of foreign motor transport services;
application of tariff and notarial barriers by neighboring countries (protectionist policy, customs duties, entry / exit and transit procedures);
the dependence of the fleet on the import of renewable means of transport;
competitiveness in foreign markets has been lost, most of the republic's export and import cargo is transported by foreign truckers, and so on.

Taking into account these factors, it is expedient to assess the economic security in the field of road transport.

Evaluation of economic security in any field, first of all, identification of national interests, forecasting of threats, identification of key areas and monitoring¹.

Assessing economic security threats and risks based on its functional impact as a system, as well as identifying threats to economic security in assessment methods and forecasting their consequences: monitoring of economic indicators, expert assessment, scenario processing and analysis, systematic analysis and situational analysis. It is advisable to transfer².

These assessment methods do not provide for the implementation of economic security in stages.

Therefore, in our opinion, the assessment of economic security in the field of road transport is based on a systematic analysis to identify problematic situations, clarify existing problems, identify real threats to economic security, forecast damage to interests, optimize measures to prevent or reduce losses. based on the results, it will be possible to assess the level of economic security (Figure 1).

¹Экономическая безопасность России: методология, стратегическое управление, системотехника. Под научной редакцией С.Н.Сильвестрова. – М.: РУСАЙНС, 2018. – 350.

²Сизов Ю.И. Экономическая безопасность региона и ее ориентация на эффективность и конкурентоспособность бизнеса. Дис. на соиск. ...д.э.н., -Москва, 2005. С.111.

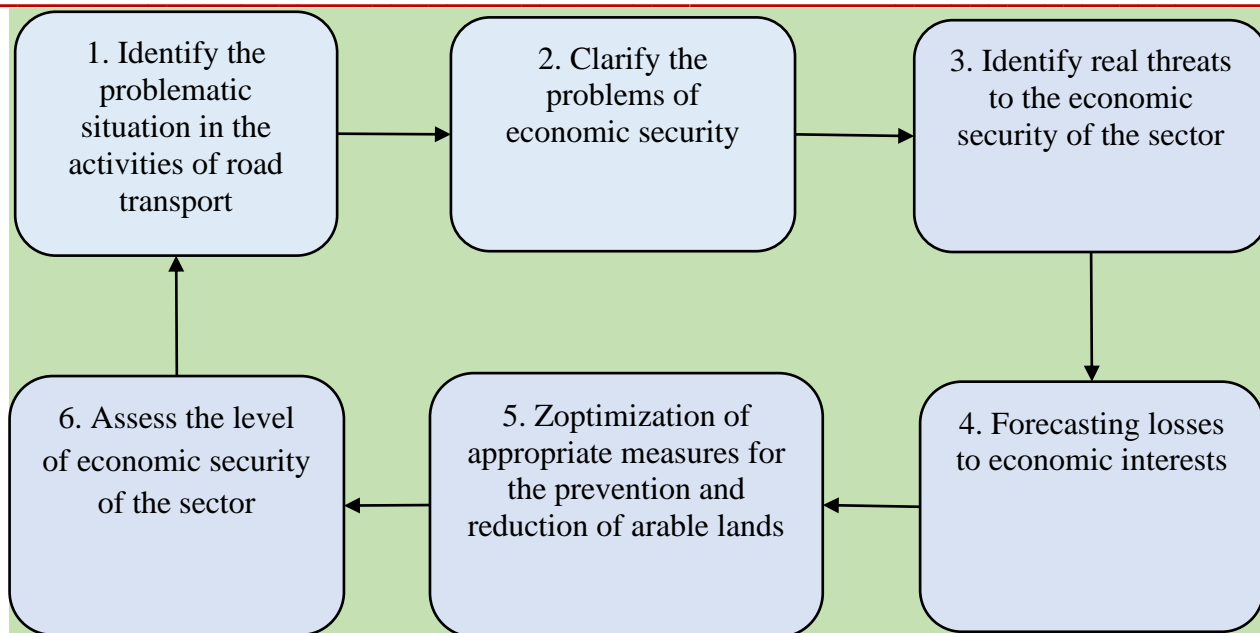


Figure 1. Stages of economic safety assessment in the field of road transport

Factors such as financial losses to the national economy, the current state of quality of freight and passenger services, competitive environment, the level of investment attractiveness of the industry, the modernization of the fleet with modern equipment and technology are important in assessing the state of economic security in road transport. reaches These indicators can also be interpreted as indicators for assessing the economic security of the sector.

In the assessment of economic security in the field of road transport, the following can be included in the indicators of indicators (quantitative indicators):

1. Freight and passenger capacity of motor transport. Maximum and rational use of existing opportunities of national carriers in international and domestic transportation of goods and passengers.

2. Financial stability. The end result of any economic activity is determined by the level of profitability and profitability. For this reason, achieving financial stability and a high level of liquidity will be key in road transport.

3. Level of competitiveness (national and regional). Achieving competitiveness by reducing transportation tariffs by reducing costs in the process of transportation of goods and passengers at the national and regional levels, the introduction of new modern means of transportation.

4. Quality and safety of road transport services. The main indicators in the delivery of cargo and passengers to the destination are the quality of service and safety. This includes quality service during delivery to the destination and ensuring the safety of cargo and passengers during transportation.

5. The level of availability of innovative equipment and technologies. The introduction of new innovative equipment and technologies in the transport process is one of the key factors in increasing efficiency.

6. Location of productive forces within the regions. Given the conditions of a market economy, it is envisaged to rationally allocate production capacity within the regions, to organize the interaction of modes of transport and to strengthen the logistics system.

7. Personnel potential in the field. Like all industries and sectors, the efficient operation of road transport is inextricably linked with the issue of human resources. For this reason, personnel with mature qualifications, skills and knowledge is a key factor in ensuring the economic security of the industry, as well as achieving high efficiency.

The above-mentioned indicators will provide an overall assessment of the level of economic security of the industry.

The following risk factors should also be taken into account when assessing economic security in the field of road transport¹:

At the macro level: domestic political risk of the state, including the legal framework; instability of social conditions; failure to predict the state of foreign policy; unforeseen changes in the economic and financial situation in the transport market; inflation and deflationary risks; man-made and environmental risks; market risk - changes in exchange rates, securities, prices for services, credit rates.

At the micro level: attraction and repayment of loans; technological risks; interruptions in the information system; cases of violation of safety rules; risks in insurance or other financial transactions; the situation of economic crime and corruption, etc.

¹ Капырин А.А. Концептуальные основы экономической безопасности и пути их реализации на предприятиях транспорта: автореф. дисс... канд. экон. наук. – М., 2008. -21с.

The assessment of economic security will allow to determine the level of threats to the road transport sector, its quantity and quality, future directions of development, as well as the formation of targeted strategic and tactical measures to address these threats.

It is also necessary to take into account the following tasks in the assessment of economic security in the field of road transport:

identification and assessment of existing and potential threats and risks to the economic security of the industry;

assess and monitor sufficient resources to address existing threats and risks;

development and implementation of targeted programs for the development of road transport and economic security within the government to ensure the economic security of the industry;

establish control over the implementation and evaluation of the effectiveness of the developed measures.

In conclusion, the main focus in assessing the economic safety of road transport is the role of the industry in the transport market, competitiveness in international cargo transportation, profitability, attractiveness of investment and innovation in the industry, modernization of the fleet, transportation costs, tariffs, freight and passengers. It is expedient to focus on a number of indicators, such as meeting safety requirements when delivering to the destination.

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