

FOREIGN EXPERIENCE IN THE CONSTRUCTION OF NEW TRACKS AND DEVELOPMENT OF ALTERNATIVE CORRIDORS IN RAILWAY TRANSPORT

F. B. Shakirova

Associate Professor of Tashkent State Transport University,

Abdimurotova Umida

Student of Tashkent State Transport University

ABSTRACT

The article highlights the foreign practice of building new roads, development of alternative corridors in railway transport and the possibilities of its application in the country.

Keywords: Railway transport, construction of new roads, transport corridor, freight and passenger transport.

In recent years, many countries have been undergoing fundamental structural changes in the construction and development of new roads in railway transport. In each case, the fundamentals of running the railway transport business are being re-examined within the general direction of development of competition and elimination of monopolies as much as possible. In particular, the monopoly position that national railway companies held in many countries until recent years no longer exists, and competition in its various forms is manifested in many aspects of conducting business related to the organization of railway transport.

Changes in the organization of alternative corridors in the transport network, represented by the need to coordinate the activities of many separate companies related to the construction of new roads in railway transport, are gaining particular importance as part of the fundamental changes in railway transport. In this paragraph, advanced foreign experiences of rail transport development in different countries are considered and a brief description of it is offered.

The Japanese trucking market is primarily focused on road and sea transportation. Rail transport is operated by Japan Railways and a number of other private railway companies. The volume of railway transportation continued to decrease until 1998, after which the country's cargo transportation stabilized at 4.5% of the total. At the same time, while road traffic has steadily increased, sea traffic has decreased¹.

Japan Railways (JNR), a state-owned railway company since its inception, was privatized in 1987 and divided into six private passenger and one freight companies. They were divided on a regional basis. Today, the JNR group of companies includes East Japan Railway Co, West Japan Railway Co, Central Japan Railway Co, Hokkaido Japan Railway Co, Kyushu Japan Railway Co, Shikoku Japan Railway Co. are considered Along with them, Japan Freight Railway Co., which specializes in cargo transportation, also operates. The main feature of Japanese railways is the presence of an extensive network of high-speed highways. The holding company Shinkan-sen Property Corp performs the tasks of organizing high-speed transportation and leasing lines to passenger transport companies.

¹ Govindan, K.; Grigore, C. 2010. Ranking of Japan Freight Railway Co, in 40th international Conference on Computers and Industrial Engineering, 26-28 July 2010, Awaji, Japan. IEEE. 978-1-4244-7295-6.

The Japanese railway company considers express delivery as a commercially promising direction of organization, but it is determined by the need for a comprehensive approach to transport planning for this type of transport.

In countries such as the USA, France and the Netherlands, the development of mixed transport is a priority, consisting of transport using rail and road, rail and sea, rail and air. The priority of the development of mixed transport is explained by the relatively large areas of the earth and the relatively large distances of shipments in transport.

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In the current period, mixed transport makes up 4% of the total transport volume and 12% of the transport volume with a distance of more than 500 miles. In addition, a suitable distance for mixed rail transport is 400 to 500 miles².

As a measure to increase the efficiency of cargo transportation by means of transport and to develop the infrastructure of cargo transportation in the United States, the state regulation of the legal relations of entities related to the formation of freight rates and the formation of prices in the field of cargo transportation was abolished and included in the Maritime Code. made it possible to provide services.

The US government is working with maritime companies to develop measures to support their competitiveness in the global market. This activity was expressed in the enactment of the Intermodal Surface Transportation Efficiency Act of 1991 and subsequent legislation in 1996³. In addition, America's rail and highway system can help reduce congestion, meet environmental protection requirements, reduce environmental pollution, enhance container shipping security, and reduce cargo quality violations.. According to the end of 2016, railway transport had the largest relative weight in the country's total freight turnover - 46.5%, and the USA ranks first in the world in terms of the operational length of more than 245,000 kilometers⁴.

British Railways cooperates with road freight forwarders in the delivery of goods to their destination: goods are delivered to nearby stations by high-speed trains and continue their movement to the customer by road transport. Such mixed transportation in rail and road transport not only shortens the delivery time, but also increases the level of reliability of cargo transportation.

In the 80s of the 20th century, British railways were privatized, based on the separation of some centers of budgetary responsibility in the operation of the railway sector in market conditions. The purpose of the privatization was to develop mixed transportation around the

² Ballou, R.H. Market area of rail-truck terminals: pertinence of the spatial theory / R. Ballou. – Pearson/Prentice Hall, 2012. – 789p.

³ Laporte, G., Toth, P., Vigo, D. (2015) Vehicle routing: historical perspective and recent contribution. *International Journal of Transportation and Logistics*, 2(1-2), 1–4.

⁴ Brekalo, L.; Albers, S. 2016. Effective railway system and logistics, *International Journal of Physical Distribution and Logistics Management* 46(2): 212–240.

future shopping area of the logistics center. As a result of the reforms carried out in Great Britain, the volume of freight transport by rail increased significantly⁵.

Canadian rail reform began in 1992, when Canadian National, a state-owned company, was privatized through an IPO due to the economic depression and high competition from road transport. Canada's transportation policy promotes intermodal transportation and encourages the consolidation of rail and ocean freight companies. Thus, although the development of mixed transportation has increased the efficiency of the transportation process in Canada, the resulting system has caused some problems in the field of ensuring competition in the transportation service delivery market.

The Australian Government supports the development of mixed transport and formulates transport policy based on the following principles:

- Use of the best technologies in the provision of transport services in the presence of the highest load in the system;
- Striving to create an international transport network.

Based on the summary of the experience of railway reform of the European Union countries, table 1.5 presents the distribution of transport activities and infrastructure management activities, as well as a comparative description of the main management models depending on the form of ownership.

Despite the varying levels of state participation in network management, almost all countries support the development of the railway transport modernization process by providing financial support from the state and building new infrastructure facilities. Table 1 presents data on the level and share of participation of states and private capital in infrastructure development in different countries of the world.

Table 2 Participation of public and private capital in the financing of investments in railway infrastructure ⁶

Country	Investment financing	Equity participation
Great Britain	The state and the infrastructure owner through the tariff component of "infrastructure use".	Long-term concessions on high-speed lines
Germany	Federal government, municipalities, infrastructure owner through payments for "infrastructure use", own bonds (funds)	Participation in some projects based on public-private cooperation
France	State, regional lines, infrastructure owner through payments for "infrastructure use", bond bonds (funds)	Participation in some projects based on public-private cooperation
USA	Own funds of private companies, state incentives (investment incentives, etc.)	Participation of the main private companies operating in the market
Brazil	Private companies, own funds of concession holders, state financing of some projects	Concessions for main lines, public-private business partnerships
China	Mainly public funds with increasing participation of private capital (holding shares in companies, concessions for certain lines)	Participation in some projects based on public-private cooperation

⁵ Millen, R., Sohal, A., Dapiran, P., Lieb, R.C., Van Wassenhove, L.N. (1997): Benchmarking Australian Firms' Usage of Contract Transport Services - a Comparison with Great Britain and Western European Practice, in: Benchmarking for Quality Management & Technology, 4(1): 34-46.

⁶ Developed by the author as a result of research.

Japan	Funding of private companies through a special contract awarded by the state to reduce the cost	Participation of the main private companies operating in the market
India	Mainly public funding by attracting private investors to the capital of companies and through long-term concessions	Public-private business partnerships, long-term concessions (30 years or more)

Many countries, especially in the European Union, have a system of financial support and compensation of the "lost" revenues of suburban and regional transportation. The characteristics of price formation in the transport service market directly depend on the network's operating model. In the countries of North America and Latin America, free market price formation is the priority in the cargo transportation market, while in European countries, the tariffs for the provision of infrastructure and locomotive train services are coordinated by the state in the conditions of state monopoly of railway infrastructure objects. In this regard, the issue of providing equal and non-discriminatory access to infrastructure facilities to independent carriers and ensuring the safety of railway transportation deserves special attention.

Interstate cooperation in the field of transport is one of the most important elements of the regional transport system. It should be said that cooperation in this direction is considered an objective necessity for countries (especially for internal continental countries), and this process is carried out bilaterally and multilaterally:

bilateral cooperation in the field of transport is a system of mutually beneficial relations in the development and effective use of the transport communications infrastructure of the two countries; multilateral cooperation in the field of transport is a system of relations between three or more countries within the framework of a specific project or organization for the development of transport communication infrastructure, expansion of relations in this field, use of existing opportunities and their effective use.

Regardless of what form of cooperation in the field of transport is studied, transport corridors are taken as an important object of research.⁷ Evaluation of the efficiency of transport corridors should be carried out on the basis of a system of special criteria. Conditionally, the criteria for evaluating railway transport corridors can be defined as follows (Table 3).

Table 3 Criteria for assessment of railway transport corridors ⁸

№	Кўрсаткичлар	Ўлчов бирликлари
1.	Carrying capacity of corridors (in the case of a specific corridor)	million tons/year
2.	Quality level of highways of international importance (proportion of roads of category 1)	road quality - category
3.	Level of electrification of railways of international importance	in percent
4.	The level of wear and tear of railway tracks	in percent
5.	Corridor demand based on trade relations	is expected to be transported cargo volume - million tons / year

⁷ Рунов И.Б. Бросок дракона или новое Путешествие на Запад. – М.:IRU.ORG, 2008. –С. 56-57. ф

⁸ Author development.

6.	The degree of connection with the international transport system	the number of international transport corridors with the possibility of connection - ta
7.	Density of transport corridors	km/1000 km ²
8.	Corridor's competitiveness and cost-effectiveness compared to alternative routes	in the unit of money and time - \$, hours
9.	Corridor profitability	in percent
10.	Availability of alternatives	number of corridors (in each direction)

In short, this results in an efficient environment in which mixed traffic operates. In addition, rail freight development strategies require alliances with other carriers to successfully compete with private freight carriers operating in other modes of transportation. Such alliances include strategic alliances with companies involved in container shipping, packaging and delivery.

Thus, summarizing the above opinions, it can be noted that the main issue in studying the world experience of the construction and development of new roads in railway transport is not only to better understand the nature of the problems of railway transport in one or another country, but also to master the methods of solving these problems in our conditions.

Summarizing the above points, the following conclusions were formed:

1. In our country, the loads transported by the economic sectors by railway transport were analyzed, taking into account the growing competition between the types of transport, the advantages and disadvantages of the railway transport compared to other types of transport, taking into account its competitive capabilities, technical use and economic characteristics, and its advantages and disadvantages were classified, integrated transport tasks for effective management of the system were defined.

2. Based on the features determined by the geographical location of the Republic of Uzbekistan, the development of the transport corridor system and its infrastructure requires the development of free economic zones and logistics centers, terminals and necessary infrastructure in them, which includes issues related to the financing of these projects and effective management of resources. determines the relevance of research.

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