



ANALYSIS OF THE MAIN ECONOMIC INDICATORS AND TRENDS OF ORGANIZATION OF PASSENGER TRANSPORT IN UZBEKISTAN

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Abstract

The use of modern technologies in the effective organization and management of flows in the global supply chain is of particular importance in ensuring the timely provision of consumers' needs for finished products and raw materials. In this regard, in developed foreign countries, in particular, the USA, the Netherlands, Turkey, Russia, Germany, France, China, South Korea, Japan, special attention is paid to the development of new scientific and technical solutions for delivering cargo to consumers in the right volume, on time, to the right place, with high quality and at reasonable prices. Increasing transportation volumes, ensuring timely and guaranteed satisfaction of consumers' needs for cargo flows and ensuring economic efficiency are the most urgent tasks today.

I. INTRODUCTION

Scientific research is being conducted in the world in such areas as modeling of general service processes, increasing the efficiency of the system, optimizing the volume of service work, and coordinating the intensity of the flow entering the system with the service capabilities. In this area, special attention is paid to modeling the processes of rapid and effective planning of the work of motor vehicles entering the general service system in discrete and continuous cases. At the same time, methods aimed at reducing inefficient losses and costs in the transportation process are of great importance for coordinating the activities of



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motor vehicles and loading vehicles. In Uzbekistan, large-scale measures are being implemented to model and manage the process of servicing motor vehicles, and to improve the technology of transporting dispersed construction loads based on the theory, methods and approaches of general service. The Development Strategy of New Uzbekistan for 2022-2026 and the State Program for its Implementation in the “Year of Human Dignity and Active Neighborhood”¹ set the tasks of “...establishing a network of transport and logistics centers in the regions, taking into account the main points of cargo formation, and reducing freight transportation costs by up to 30 percent.” In implementing these tasks, it is important to develop a scientifically based methodology that will allow determining service parameters that ensure the least economic losses based on the mutual adaptation of the service capabilities of road transport and loading vehicles. As indicated in the Decree of the President of the Republic of Uzbekistan on approval of the Development Strategy of New Uzbekistan for 2022-2026 and the “roadmap” for its implementation in 2022, “a completely new approach has been applied and a system for assessing the effectiveness of the planned reforms based on the degree of achievement of development goals has been introduced. In particular, the Development Strategy and its The “roadmap” for implementation in 2022 provides for the achievement of nearly 100 goals within the framework of 7 priority areas of development of our country^{2,3}. “In order to effectively implement these tasks, it is necessary to use small business forms of organizing freight transportation in the country, first of all, to study the methodological foundations of assessing the efficiency of freight transportation in small business forms, and to improve the organizational and economic mechanism for the provision of freight transportation services by small business entities.

¹ Decree of the President of the Republic of Uzbekistan No. PF-60 dated January 28, 2022 “ On the Development Strategy of New Uzbekistan for 2022-2026 ” – www.lex.uz

²The development strategy of the new Uzbekistan for 2022–2026 and the “roadmap” for its implementation in 2022. [https://review.uz/oz/post/2022-2026 iylarga-mokkeb-taraqqiyot-strategiyasining-yangi-loyihasi-muhokamaga-qoyildi](https://review.uz/oz/post/2022-2026%20yil%20larga%20mokke%20b-taraqqiyot-strategiyasining-yangi-loyihasi-muhokamaga-qoyildi)



II.METHODOLOGY

Passenger transport services in the Republic of Uzbekistan grew by an average of 14% in 2015–2023, and by type of transport, the volume of passenger services by rail, taking into account the pandemic period, was 20.1 and 9.7 million people, respectively, while 5,293.2 and 6,270.2 million people were transported by car (Table 1).

Table 1 Passenger transportation and passenger turnover by mode of transport

Indicators	2000	2005	2010	2015	2020	2021	2022	2023
Transported passengers , million people	3,595.9	3,962.4	4,072.0	5 380.0	5,295.9	6,029.7	6 245.3	6,452.0
iron way	14.6	15.1	14.5	20.1	6.2	7.9	9.0	9.7
car l	3,284.7	3,796.4	3,962.6	5,293.2	5 248.5	5,914.2	6,092.1	6 270.2
trolleybus	77.1	16.8	1.6	0.8	0.3	0.5	0.5	0.7
tram	92.4	43.3	25.8	11.4	1.2	2.3	2.9	3.4
metropolitan	125.7	89.9	65.6	52.3	38.8	101.8	136.7	162.7
air way	1.5	0.9	1.9	2.2	0.9	3.0	4.1	5.3
Passenger turnover , billion passenger - km	30.9	46.2	83.8	120.1	118.3	137.0	146.5	152.7
iron way	2.2	2.1	2.9	3.8	1.8	3.1	3.6	3.9
car l	23.3	38.6	74.5	109.1	113.2	127.9	131.0	133.8
trolleybus	0.3	0.1	0.02	0.02	0.01	0.01	0.01	0.02
tram	0.3	0.2	0.1	0.04	0.004	0.01	0.01	0.01
metropolitan	0.9	0.6	0.5	0.4	0.3	0.7	1.0	1.2
air way	3.9	4.6	5.8	6.8	3.0	5.3	10.9	13.8

Note:

1) Data from 2010 has been adjusted due to changes in the methodology for calculating individual types of activities

that passenger turnover by mode of transport in 2023 amounted to 152.7 billion passenger km and freight turnover, an increase of 32.6 billion passenger km compared to 2015.

According to estimates, in 2015, rail and road carried 3.8 and 109.1 billion passenger km , respectively, and by 2023, this will be 3.9 and 133.8 billion



passenger km, indicating that passenger transport distances are increasing relative to the number of passengers (Table 2).

Table 2 Number of passengers transported by road (million passengers)

	2000	2005	2010	2015	2020	2021	2022	2023
Uzbekistan Republic	3,284.7	3,796.4	3,962.6	5,293.2	5 248.5	5,914.2	6,092.1	6 270.2
Karakalpakstan Republic	110.0	97.0	79.7	111.7	131.4	137.5	144.6	146.8
regions :	172.3	169.3	412.2	624.4	648.5	715.9	731.7	737.8
Andijan	137.6	149.3	173.1	260.5	267.7	278.4	290.4	292.3
Bukhara	78.3	111.2	58.3	77.3	88.8	95.9	92.2	93.7
Jizzakh	188.7	205.7	159.2	257.2	266.4	308.0	316.0	333.5
Kashkadarya	94.9	100.2	89.9	132.1	158.3	171.0	174.2	178.4
Navoi	178.6	159.7	307.7	391.8	414.2	447.1	449.9	457.5
Namangan	229.1	233.5	311.9	457.6	415.8	423.4	432.8	436.9
Samarkand	162.3	220.1	163.2	237.7	225.0	265.1	281.3	290.0
Surkhandarya	82.7	96.2	55.0	66.3	73.5	85.0	85.1	87.7
Syrdarya	561.4	649.2	549.8	647.8	600.5	703.9	731.0	739.2
Tashkent	366.9	427.1	393.0	587.3	582.8	674.2	689.2	697.6
Fergana	122.5	211.6	257.8	346.3	368.4	437.6	448.4	459.9
Khorezm	799.4	966.4	952.1	1,095.1	1,007.2	1 171.2	1,225.3	1,318.9

The number of passengers transported by road transport was 5,293.2 million in 2015. passengers were transported, and by 2023 it will be 6,270.2 million. passengers. passengers were transported. Accordingly, by region, we can see that the largest indicator was Tashkent city in 2015, with 1,095.1 million. passengers transported, and by 2023 it reached 1,318.9 million. people. The lowest indicator in this indicator was recorded by Syrdarya region, with 66.3 and 87.7 million. passengers transported, respectively (Table 2). In January-March 2024, the



volume of market services provided by road transport reached 14,300.3 billion soums. The share of the total volume of market services provided was 11.2%. The share of passenger road transport services in January-March 2024 reached 67.7%. Taxi services account for the largest share of the total volume of road transport services - 53.5%.

Table 3 Volume of services provided by main types of economic activity (in billion soums)

Indicators	2010	2015	2020	2021	2022	2023
Services – total	27 126.8	78,530.4	219,978.5	284 388.1	366,891.0	470 286.5
information and communication services	2,080.2	5 181.5	13,852.3	17,755.1	24,508.1	32,226.6
finance services	2,643.7	8 206.7	45,783.0	59,733.3	80,849.1	106,363.8
transportation services	10,524.4	26,817.3	53,662.9	67,238.6	83,985.6	108,477.7
this including : road transport service	5 124.0	16,032.1	28,474.1	36,249.3	41,726.8	51,272.7
to live and food according to services	292.7	890.6	5,431.7	8,375.4	13 115.6	18,327.3
trade services	6,620.8	21,366.9	57 572.7	72,483.2	89,816.2	110,662.4
immovable property with related services	809.3	2,757.3	6,016.9	8,081.1	9,581.7	12,064.3
education in the field services	763.1	2,681.4	8,539.4	12 102.6	15,858.4	20,418.4
health storage in the field services	258.0	1 100.4	3,386.7	5 105.9	6,613.1	8,441.2
rental and leasing services	548.0	1,801.6	4 149.0	5 351.0	6 471.7	7,542.6
computers , personal use items and household goods repair according to services	624.2	1,724.5	3,347.8	4,680.5	5,707.3	7,021.5
personal services	756.5	2,366.5	5,032.2	6,764.1	8 670.8	10,916.0
architecture , engineering research , technical tests and analysis in the field services	299.2	841.0	4,907.5	6,306.8	7,284.2	7,959.7
other services	906.7	2,794.7	8,296.4	10,410.5	14,429.2	19,865.0

Note: 1) Data from 2010 has been adjusted due to changes in the methodology for calculating individual types of activities.

At the end of 2020, we can see that the volume of industrial products increased by 9.6 times compared to 2010, the volume of industrial production increased by 10.8 times during the same period, the volume of rubber and plastic products increased by 12.1 times, coke and oil refining products by 6.2 times, and the



production of chemical products increased by 10.6 times in 2020 compared to 2010 (Table 3).

We can see that in the 4 years of rapid development (in 2020 compared to 2017), the volume of industrial products increased by 2.4 times compared to 2010, the volume of industrial production increased by 2.6 times during the same period, the volume of rubber and plastic products increased by 2.1 times, coke and oil refining products by 6.2 times, and the production of chemical products in 2020 increased by 2.1 times compared to 2010. Such a positive trend is, first of all, the result of the implementation of the tasks set out in the Strategy of Actions on Five Priority Areas of Development of the Republic of Uzbekistan for 2017-2021, adopted by our President Sh.M. Mirziyoyev in the autumn, and the effective economic reforms being carried out for these purposes. If we look at the last two years of transport services, services worth 83,985.6 billion soums were provided in 2022-2023. This indicator is evidence of the development of the transport sector in our country from year to year, with services worth 108,477.7 billion soums provided by 2023.

The population of Uzbekistan has increased by 15 million people over the past 30 years. According to forecasts, by 2030 the number of residents of the republic will reach 40 million people. This situation implies the development and implementation of a number of important strategic tasks, such as creating new jobs for the growing population, quality education and medical facilities. In Uzbekistan, GDP per capita is expected to reach \$3,209 in 2024. Then the average monthly income per person in the country will be \$267.4. Our demographic indicators have increased sharply since 2016-2018, while in 2016, each woman had 2.1 children in the country, while in 2022 this figure reached 3.1. The birth rate is increasing, and the mortality rate is decreasing. As a result of this process, the country's population is increasing by 730-750 thousand people every year. If in 2015 Uzbekistan increased by 18.6 million people, we can see that this figure reached 17.1 million people in 2017 and 21.4 million people in 2022. We can see that the population is increasing year by year (Table 4).



As a result of determining the priority areas of systematic reform of general secondary and extracurricular education in the Republic of Uzbekistan, raising the spiritual, moral and intellectual development of the growing younger generation to a qualitatively new level, and introducing innovative forms and methods of education into the educational process, the number of general education institutions in 2015-2016 was 9,720, while by 2017-2018 it was 9,718 and we can see a decrease. By 2022-2023, it was 10,522, and in recent years, we can see an increase in the number of general education institutions.

**Table 4 Information on the number of secondary education institutions
(per academic year , unit)**

	2015/ 2016	2016/ 2017	2017/ 2018	2018/ 2019	2019/ 2020	2020/ 2021	2021/ 2022	2022/ 2023
General education institutions – total	9 720	9 719	9 718	9 774	10,090	10 181	10,289	10,522
this including :								
city in places	3 701	3,704	3,706	3 730	3,861	3,893	3,921	3,951
village in places	6,019	6,015	6,012	6,044	6 229	6 288	6 368	6 571
elementary schools	21	30	27	37	37	47	56	72
this including :								
city in places	11	15	18	27	27	36	42	50
village in places	10	15	9	10	10	11	14	22
general middle schools	9 610	9 601	9,603	9 648	9,963	10,045	10 144	10,359
this including :								
city in places	3,609	3,609	3,608	3,622	3,752	3,776	3,798	6 450
village in places	6 001	5,992	5,995	6,026	6 211	6 269	6 346	6,541
physical or spiritual in development defect was children for schools	89	88	88	89	90	89	89	91
this including :								
city in places	81	80	80	81	82	81	81	83
village in places	8	8	8	8	8	8	8	8

In accordance with the Decree of the President of the Republic of Uzbekistan No. PF-5812 dated September 6, 2019 "On additional measures to further improve the professional education system", consistent work is being carried out to reform the education system in the country by implementing the tasks set out in the Strategy of Actions in five priority areas of development of the Republic of Uzbekistan for 2017-2021, training highly qualified personnel in accordance



with the requirements of the labor market, introducing international standards for assessing the quality of education, and creating effective mechanisms for implementing innovative scientific achievements in practice.

III. RESULTS

The effectiveness of the activities of a small business motor transport enterprise is related to how well it adapts to the external environment, takes into account its capabilities and makes the most of them. The market for motor transport services, with its instability, complexity of competition, unpredictability of competitors, and shortening of the life cycle of demand for services, determines the need for analysis and assessment of the environment, forecasting and changes in timing and planning, that is, there is a need to ensure compliance between the company's activities and market requirements.

The number of passengers transported by road transport was 5,293.2 million in 2015. passengers were transported, and by 2023 it will be 6,270.2 million. passengers. passengers were transported. Accordingly, by region, we can see that the largest indicator was Tashkent city in 2015, with 1,095.1 million. passengers transported, and by 2023 it reached 1,318.9 million. people. The lowest indicator in this indicator was recorded by Syrdarya region, with 66.3 and 87.7 million. passengers transported, respectively. In January-March 2024, the volume of market services provided by road transport reached 14,300.3 billion soums. The share of the total volume of market services provided was 11.2%. In January-March 2024, the share of passenger road transport services reached 67.7%. In the total volume of road transport services, a large share falls on taxi services - 53.5%. Therefore, the development of small businesses in passenger transportation is of strategic importance.

A correlation has been found between the number of secondary educational institutions, the natural increase in the population, and the development of road transport services (the number of passengers transported by road transport) in Uzbekistan. The average growth of passenger transport services in our country in 2015–2023 by 14 percent can be attributed to demographic growth and population incomes.



IV. CONCLUSION

Implemented According to econometric models, a 1% increase in the volume of construction in small businesses and private entrepreneurship in our country leads to an increase in the turnover of small businesses and private entrepreneurship by 0.65%, and a 1% increase in employment in this sector leads to an increase in the turnover of small businesses and private entrepreneurship by 3.005%. It was also found that a 1% increase in the volume of trade in small businesses and private entrepreneurship leads to an increase in the turnover of small businesses and private entrepreneurship by 0.52%, and a 1% increase in the volume of agriculture, forestry and fisheries in small businesses and private entrepreneurship also leads to a decrease in the turnover of small businesses and private entrepreneurship by 1.45%.

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