

RESOURCE-SAVING TECHNOLOGIES IN THE FINANCIAL AND ECONOMIC SPHERE OF TRANSPORT

Mirjalilova Shakhnoza Mirziyod qizi

Student of group 57-20

Department of Industrial Economics and Management.

Annotation: In the article, in the present modern conditions, the development of efficient use of resources and saving technologies in the socio-economic spheres of the transport system is considered one of the main issues. At the same time, the use of innovative technologies that save goods that satisfy the unlimited needs of the population, which is growing year by year in ecological conditions, is applied.

Keywords: logistics and transport, freight and passenger, ring, resource, metro, sales, innovation, savings, congestion, intellectual transport, information and communication, transport financing.

Our country has been paying a lot of attention to the transport sector for several years. The country's transport system is a combination of transport enterprises and infrastructure aimed at meeting the transport needs of the economy and the population. One of the main indicators in the transport system development strategy is the transport component of the product price, which is 2-2, 5 times higher than the level of developed countries. One of the main tasks of the transport system development strategy is to reduce costs in the organization of interactions between transport enterprises and other participants in the transport process.

Currently, the changes taking place in the macroeconomics affect all aspects of society's life, including the analyzed problems. The transition of developed countries to a post-industrial economy is of fundamental importance, and its main condition is the realization of the proportionality of the potential opportunities of society and nature. It is clear that the further development of the economy according to the traditional scheme will bring the world to ecological destruction. Therefore, the environmental safety of vehicles is the most important part of industrial ecology, which considers the impact of technology on nature, determined by the amount of heat, material, labor and material resources used in production.

Reducing environmental pollution during the operation of the transport complex is indeed a top priority and a very difficult task, especially in large cities and industrial centers. The creation and implementation of modern technologies in the field of motor transport energy, including the use of alternative fuels and progressive power plants of rolling stock, optimization of road transport management is among the highest priority problems of the national economy and security of the country.

The use of currently existing instruments does not allow solving the main problems of standardization, current assessment of fuel consumption and emissions of harmful substances due to the limited possibilities for registering the full range of determining factors, as well as the irrational form of recording the recorded data.

State regulation of the transport sector includes the application of licensing, certification, authorization and notification procedures, technical regulation, implementation of scientific and technical policy, taxation, tariff policy, including tariff policy for socially important transportation. It is carried out by ensuring state control over compliance with transportation legislation, conducting personnel policy, as well as using other regulatory methods provided for by legislation. On the basis of the fourth direction "Development of the social sphere" of the Decree of the President of the Republic of Uzbekistan "On the strategy of actions for the further development of the Republic of Uzbekistan" dated February 7, 2017 No. PF-4947 In 2018-2021, a number of major projects were implemented in the field of road transport infrastructure development. As a result of large-scale reforms implemented under the direct leadership of the President of the Republic of Uzbekistan during the past 2018-2021 years, sharp positive changes were achieved in the road industry. As a result of the implemented reforms, construction and reconstruction of more than 45.3 thousand km of public highways and inter-farm internal roads in the territory of our republic during 2018-2021 at the expense of a total of 19.8 trillion soums, repair and maintenance work was carried out.¹

Resource saving is a powerful potential for increasing the competitiveness of transportation, it makes it possible to rationalize the management of the economy and finances based on ensuring labor motivation in the direction of the efficient use of material, labor and financial resources, and actively stimulate investment and innovation activities of railways.

In this regard, an urgent problem is the study of resource-saving technologies in railway infrastructure facilities and, on its basis, the development of a comprehensive methodology for assessing the effectiveness of resource-saving technologies.

Purpose and objectives of the study. The purpose of the scientific research is to develop and substantiate the methodology for the economic assessment of resource-saving technologies in the signaling and communications economy. In accordance with the goal, the main objectives of the study are:

- analysis of resource-saving technologies in the economy of signaling and communications;
- formation of theoretical and methodological approaches to assessing the effectiveness of the introduction of resource-saving technologies in the current conditions of the functioning of the transport services market;
- classification of resource-saving technologies in order to systematize and unify their implementation in transport;

- classification of resource-saving technologies in order to systematize and unify their implementation in transport;
- development of a methodology for assessing the economic efficiency of resource-saving technologies;
- economic assessment of the effectiveness of the use of specific resource-saving technologies in the economy of signaling and communications.

The share of signaling and communication economy costs in the total volume of transport costs is 5%. However, the role of this economy in ensuring the volume of cargo transportation, the quality of the transportation process, and the safety of movement is very large. The economy of signaling and communication is closely related to the other economy of railways and has a direct impact on the technology and performance of the entire economy of railway transport.

If current trends continue, world transport energy demand emissions will rise by 80% from current levels by 2030. Restraining and reversing these trends will require multiple actions, from improving vehicle efficiency to promoting low carbonfuels, encouraging shifts to more efficient modes (including biking and walking), improving driving behavior and restraining travel by better urban designand other measures. In addition, non-technical measures, including traffic management especially in urban areas and promoting optimal vehicle use, can play an importantrole. On-road fuel efficiency can be improve disignificantly by improving traffic flow and by promoting eco-driving. Other measures, not discussed here, can also becrucial. In addition, integrating urban and transport planning, including strong promotion of public transport and non-motorised modes, can allow continued economic growth with greatly reduced use of private vehicles.²

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