Analysis of the State of Marketing Research of Passenger Transport in Public Transport Companies of Jizzakh Region

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Abstract

In this article given information about public transport situation and analysis in the Jizzakh region. Passenger transportation plays an important role in the services sector and is a lever of the city's economy. The role of public transport is of great importance in developed countries, large cities, industrialized areas. At present, the issues of optimizing and managing passenger traffic through traffic congestion, road safety, environmental pollution and passenger traffic monitoring remain particularly relevant today.

Keywords: passenger, marketing research, services, public transport.

INTRODUCTION

The application of new methods and marketing research in the management of transport enterprises is a topical issue, as the volume of transport is growing every month, transport costs are rising, the need to improve the quality of services is growing. Today, there are many changes in the field of passenger transport, which is reflected in the reorientation of the market to the consumer.
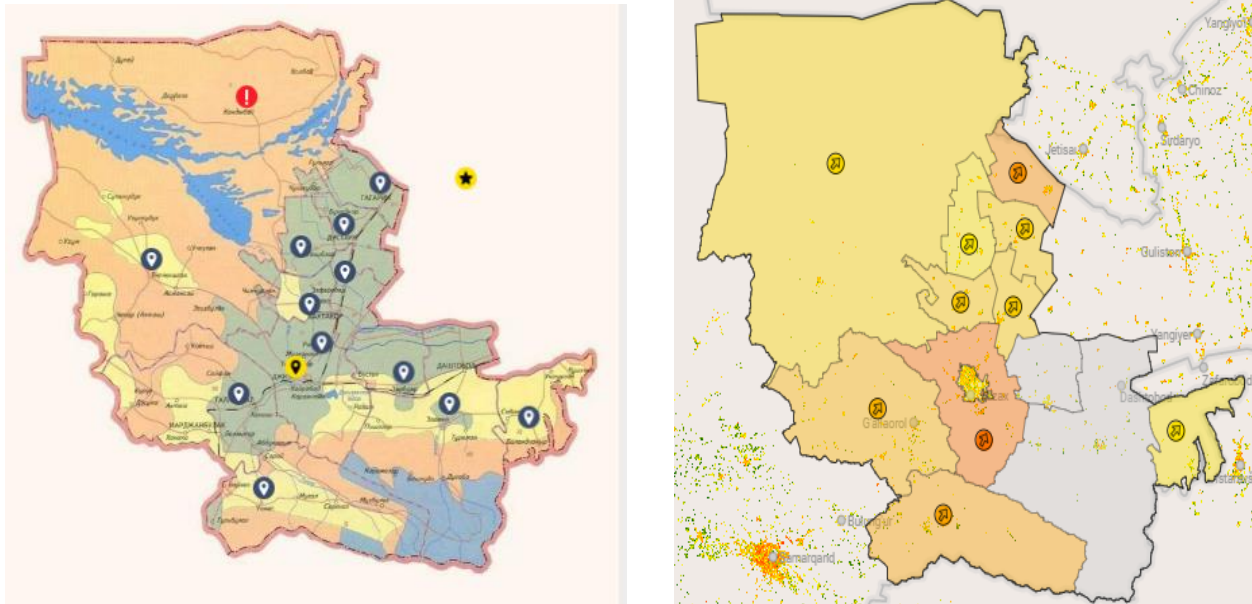

Figure 1. Map of Jizzakh region and agglomeration index

As can be seen from Figure 1, this corresponds to a German site that calculates the world population density interactively, with a population density of 65.2 per 1 km^2 in Jizzakh and 1,774 in Jizzakh.

RESEARCH

According to the map, the city of Jizzakh and Jizzakh district is densely populated and are the main object for the development of public transport. Population growth is also observed in all districts, and despite the 2020 coronavirus exposure, this figure is high in Mirzachul, Gallaorol and Jizzakh. These indicators are useful in forecasting population, the number of cars, mobility, economically active population and passenger turnover.

Table 1. On passenger routes in the Jizzakh region Situation analysis for 2021

(January, February, March)

t / r	Indicators	Number of routes			Number of cars	
			That's it			
		Jami	Number of operating routes	Number of routes that are temporarily inactive	Number of cars planned in all directions	The number of cars operating on the operating routes
1	Total number of passenger routes	125	121	4	1393	774
	–Bus	74	70	4	409	339
	- direction taxi	51	51	0	984	435
	- Of these: Damas cars	43	43	0	569	385
2	- City directions	28	25	3	660	287
	–Bus	18	15	3	234	200
	- direction taxi	10	10	0	426	87
	- Of these: Damas cars	10	10	0	109	87
3	- Suburban routes	64	63	1	620	418
	–Bus	24	23	1	81	75
	- direction taxi	40	40	0	539	343
	- Of these: Damas cars	33	33	0	460	298
4	- Long-distance routes in the region	33	33	0	113	69
	–Bus	32	32	0	94	64
	- direction taxi	1	1	0	19	5

Table 1 shows the city of the Jizzakh region, suburbs, intercity buses in the region, the number of routes of taxis and the number of cars. These statistics provide a comparison of population density and stations in the Jizzakh.
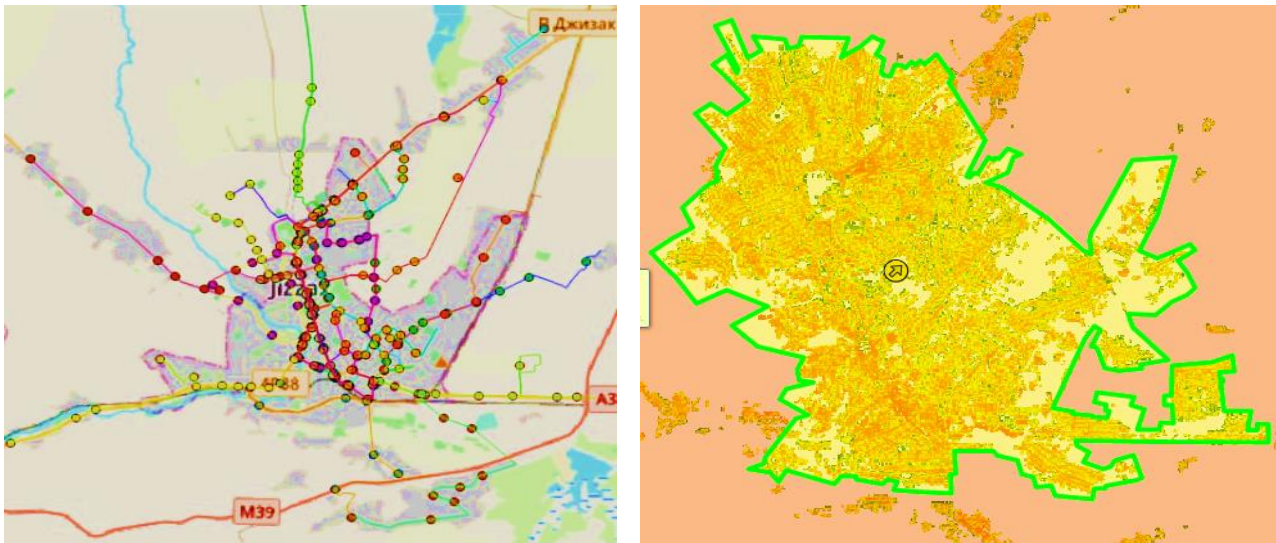
Figure 2. Map of Jizzakh city stations and population density indicator.

Figure 2. shows the map of stations in Jizzakh and the population density, which shows that the distance to the stations exceeds the established norm of 500 meters. In the analysis of Route 9 in Jizzakh, the number of stops was 27, the number of bus stops for picking and unloading passengers was 33, the number of bus stops was 10, the number of stops was 18, and the nearest distance from the exit to the station was 120 m., the longest distance was 1120 m and the average distance was found to be 370.8 m. During the unloading of passengers on the bus, 16 stops were observed outside the station, 20 passengers got out, and the closest distance from the place of landing to the stations was 180 m, the longest distance was 2,500 m, and the average distance was 702 m. Route 9 is the closest route to apartment buildings and is the most optimal route in the city. Currently, the development program of Jizzakh region is considering the purchase of new buses, reconstruction of bus stations, the opening of new and closer routes.

Table 2. **Analysis of the measures taken in the field of transport in Jizzakh region**

№	Events	2017-2020 (Plan)	2017-2020 (In practice)	2021 (Plan)
1	Buy new buses	84	178	22
2	Opening new bus routes	34	33	8
3	Construction and reconstruction of the bus station	5	4	1

Table 2 analyzes the plan for the purchase of new buses, the opening of new bus routes and the reconstruction of bus stations for 2017-2020, as well as how much has been done in practice.

As of January 1, 2021, **180.7 thousand** people live in Jizzakh, **34** mahallas are attached to citizens' assemblies, and most of them are located in Sharof Rashidov district around Jizzakh region, with a population of 226.1 thousand people.

A total of 1,703 licensed vehicles provide passenger transportation services in the city. Of these, 219 buses, 1455 light vehicles (166 Damas). These vehicles belong to 54 transport companies operating in Jizzakh. **They carried 18 million passengers** in 2020. In Jizzakh, there are 28 passenger routes, of which 18 are buses, and the remaining 10 are taxis (Damas).

The cost of fares is set at 1,500 soums by the decision of the governor of the region on March 12, 2021 "On increasing the fare on passenger transport in Jizzakh" No. 177.

During marketing research, the length of the routes ranged from 10.2 km to 33 km, and by 2020, the district had carried an average of 18 million passengers over the past period.

There are 69 stations on the routes in Jizzakh. 10% of them are in repair condition. The location of all stations located in the city has been reconsidered and appropriate measures are being taken to optimize their activities.

Of the 28 routes available in the city, 27 are profitable routes. There is one unprofitable route in the district, which is the bus route No. 17 "Sayxan MFY - Uchariq MFY". The reason for unprofitability: currently the number of scheduled flights on this route is 8, and the number of real flights is 4.

The current income of a bus for 1 day is 280,580 soums (when operating at full capacity)

The current daily cost of a bus for fuel is 86,400 soums; The cost of the loan for the purchase of the *bus (the current cost of the bus is 325,000,000 million soums*) is 481,481,000 soums, the driver's salary is 79,350,000 soums, and the total cost, excluding other expenses, is 647,231,000 soums. is forming. It can be seen that (647231 - 280580 = - 366650) 366650 thousand soums a day is working to the detriment of the enterprise.

Measures to be implemented: to reduce the interest rate on loans provided by banks for the purchase of buses through the current rate of 20-23% to 10-14% and to extend the repayment period by 10 years (*the current procedure is 5 years*) based on state subsidies.

Transport links have been established with all 34 settlements in Jizzakh. Of these, 98% of settlements are covered by public transport. The remaining 2% of the population is served by light vehicles. The main problem with the high coverage is that the distance from the settlement to the stations is up to 1 km.

Of the 1,703 licensed vehicles operating in the city, 219 are buses, which are analyzed by year of manufacture:

The average service life of these buses is 5.8 years on average.

To prevent the entry of vehicles from the districts into the inner city, it is planned to build 2 new bus stations and 1 last stop.

To radically improve the system of public transport in the city, to increase its efficiency, based on the elements of marketing research, it is necessary to eliminate the following problems**.**

1. There are not enough special stations in the city to reduce the flow of passengers from the villages to the district center.

As a result, there are 3 illegal stations in the city center, which impede traffic.

Implementation mechanism: it is necessary to create special stations to reduce the flow of passengers from the districts to the city center and create conditions for passengers (1. Reconstruction of Jizzakh bus station, 2. Construction of a new last station in Navruz mahalla, 3. Reconstruction of the last station in Halkabad mahalla).

2. At present, car dealership No. 2517 located in Jizzakh has not been operating for several years. Implementation mechanism**:** Transfer of "Avtojamlanma No. 2517" LLC to the entrepreneur based on a private partnership and delivery of modern intercity and international buses by that entrepreneur through a soft bank loan.

3. High credit interest rates when buying buses in the city (today it is 21-24%). High cost of buses (in 3 years the cost of buses specializing in passenger transportation in the city has increased 3 times and now stands at 335 million soums). Implementation mechanism: the creation of a preferential system for the allocation of low-interest loans to commercial enterprises by commercial banks, taking into account the timely renewal of the obsolete rolling stock of urban enterprises. Solve the issue of 100% guarantee of buses as collateral. Considering the cost of buses produced in our country, a reduction of up to 30%.

4. There are no car parks for buses of transport enterprises in the city. Implementation mechanism: It is necessary to take measures to allocate land by the city administration for an empty building or construction operating in the city.

5. The location and level of equipment of bus stops in the city do not meet the requirements of the norm. Implementation mechanism: development of a standard design of bus stations with the involvement of relevant specialists and adaptation of the location and equipment of bus stops in the city to urban planning norms, ie: adaptation of bus entrances and exits to the overall dimensions of buses; identification and re-equipment of stations that do not comply with urban planning norms.

6. There is congestion at some intersections on city streets, which affects the capacity of the road and leads to a violation of public transport. Implementation mechanism: study the situation at intersections with the involvement of relevant specialists, optimize the operation of traffic lights and make proposals to the city administration on their reasonable solution.

7. The presence of illegal parking spaces on city streets affects traffic safety. Implementation mechanism: involves the development of scientific solutions and the preparation of proposals for the organization of paid parking along highways and streets, involving relevant experts to reduce the impact of street parking on city streets.

The increase in private cars is causing chaos and congestion in cities. In the case of Uzbekistan, most of the vehicles are technically obsolete and have the following problems:

➢ lack of continuity in traffic flows;

➢ demand for public transport will increase as a result of overcrowding of private vehicles;

➢ lack of specialists;

➢ increase in transport tariffs due to limited resources;

➢ unsatisfactory transport convenience, stability and reliability in many regions of the country;

➢ in large cities, the average speed of passenger traffic on land vehicles during car traffic hours does not exceed 30 km / h.

➢ congestion is increasing significantly on many bus routes due to the formation of congestion.

➢ many cities do not have roads for surface urban passenger transport.

➢ passenger congestion.

➢ today it is necessary to change some direction of movement.

➢ ticket price.

Current management practices, if not the right conclusions, will lead to a complete loss of control over the industry over time.

Lack of resources in public transport requires the rational use of optimal solutions by enterprises engaged in passenger transport. At present, it is not possible to completely solve problems by introducing new business methods and modern technologies, which in turn means the use of innovative automated management systems. The main task of such a management system should be to provide quality service passenger service and safety, saving the resources of automotive companies. To address these issues, the new urban and suburban passenger traffic management system will help to quickly manage the route traffic of land passenger transport and monitor the performance of the route function of all vehicles; Traffic to optimize the direction of the current time; collection of data on transport operations carried out in full; Passenger traffic database creation, passengers need to check and analyze them as quickly as possible; schedule route network traffic to optimize the schedule and means of transport; financial, material and labor necessary resources, such as planning.

Table 3. Analysis of public transport in Jizzakh region

№	Districts	Transport engine number of	Including				Number of routes	Including		Number of bus stations
			Bus	Minibus	Damas	Taxi		Auto bus	Directional taxi	
1	Arnasay district	**70**	6	0	17	47	**7**	5	2	1
2	Bakhmal district	**239**	11	0	118	110	**22**	12	10	0
3	G'allaorol district	**52**	8	2	7	35	**8**	5	3	1
4	Sh.Rashidov district	**617**	36	4	76	501	**19**	1	18	0
5	Friendship district	**214**	9	4	15	186	**5**	2	3	1
6	Zomin district	**135**	13	15	46	61	**8**	5	3	1
7	Zarbdor district	**77**	20	7	27	23	**11**	7	4	0
8	Zafarobod district	**4**	2	1	1		**9**	9	0	0
9	Mirzachul district	**52**	13	0	1	38	**8**	8	0	1
10	Pakhtakor district	**127**	12	7	5	103	**7**	5	2	1
11	Forish district	**13**	6	0	0	7	**4**	4	0	0
12	Yangiabad district	**0**	0	0	0	0	**2**	2	0	0
13	Jizzakh city	1703	219	29	227	1228	**27**	17	10	1
	Total	**3303**	**355**	**69**	**540**	**2339**	**137**	**82**	**55**	**7**

Table 3. analyzes the number of routes by types of vehicles operating in the Jizzakh region. As of 2020, 3,303 vehicles are registered in the Jizzakh region, operating on 137 routes. These figures change on a quarterly basis due to the number of licenses obtained.

There are 13 districts in the Jizzakh region, which take into account the density of the population, economic activity, mobility and other factors, and provide specialized vehicles for passenger transportation. Most of the routes are Isuzu buses, damas, cars, with the largest share in the city of the Jizzakh and Sh. Rashidov district.

Routes in Jizzakh region are classified as diametrical, radial, ring routes and mixed routes.

Also, in accordance with the Decree of the President of Uzbekistan dated May 7, 2021 "On measures to further simplify the regulation of passenger transport by road" PQ-5108, passenger transportation by road is being simplified.

According to the decision, as an experiment, the carriage of passengers in passenger cars with no more than four seats in addition to the driver will be included in the list of activities that can be carried out by individual entrepreneurs;

➢ Carriage of passengers in passenger cars by individual entrepreneurs is carried out on the basis of a license sheet;

The main purpose of the decision will be the basis for legal action to private car owners who are engaged in illegal activities.

➢ The license is issued to individual entrepreneurs who have reached the age of 21 and have been in the management for 10 years at the time of application, through the information system "License";

Due to the rapid depreciation of the car, the issuance of licenses to drivers of new cars for 10 years will have a positive impact on the environment, as well as the creation of the information system "License" will lead to the development of social marketing and digital marketing;

➢ Individual entrepreneurs engaged in passenger transportation by road must carry out a technical inspection of the vehicle at least once every 6 months at the service stations accredited in the State Unitary Enterprise "Accreditation Center";

➢ Individual carriers must undergo a monthly medical examination at licensed enterprises and special checkpoints set up by entrepreneurs (aggregators) providing interactive services to passenger carriers in search of customers;

individual carriers are not allowed to hire staff in the framework of passenger transport activities.

In foreign countries, aggregators are highly developed, offering not only passenger transport, but also freight, order, bicycle, rent, parking and other services.

The process of passenger transportation should be considered as a logical chain of infrastructure facilities and operators interconnected through logistics links.

For optimal passenger transportation in Jizzakh region, one of the pressing issues is the creation of transport hubs, the introduction of the final stop classification, the use of "urban logistics", which is able to reduce costs through advertising and branding. It is necessary to digitize a single dispatching system to meet all the needs of the population.

Berlin, the Czech Republic, Singapore and other developed cities have public transport management centers that make more optimal decisions than Toshshahartrans. A comprehensive approach to marketing research can easily solve these problems.

In accordance with the Resolutions of the Cabinet of Ministers of the Republic of Uzbekistan dated August 17, 1998 "On open tenders for urban passenger transport" and July 29, 1999 "On

determination of long-distance, interregional international and intra-city passenger transport by open tender" tenders are held to determine the winner.

Also, the development of small business in the country has led to the annual change in the situation in the transport market of the country. To compete with the monopoly of large enterprises in the market of various goods and services, to improve the economic and social situation in remote areas, small towns, to expand the labor force in the field, especially in rural areas, to bring production and services closer to consumers, to use local raw materials. While the transport market in the country is dominated by the state as a transport monopoly of industry and industry enterprises, this situation has completely changed, and the position of private cars in the transport market and the potential of their services is growing day by day.

While the position of state-owned public transport on passenger routes is maintained in large cities of the country, in small towns and suburban areas of the region, private transport without organizational and bureaucratic systems and excessive costs is squeezing public transport out of the service market.

At the same time, the lack of pre-traffic control on private vehicles often leads to their technical condition falling below the level of demand, which, in turn, has a negative impact on road safety.

Some of the shortcomings in the activities of the private transport sector, which serve the population, lead to low quality of their services and safety on city streets:

➢ the obsolescence of most vehicles;

➢ failure to organize daily monitoring of their technical condition;

➢ that they are not fully organized;

➢ lack of skills and experience of drivers;

➢ lack of control over the mental and physiological state of drivers;

➢ drivers mostly think only of their own benefits;

➢ lack of interest to care about creating better conditions for customers.

The above situation and shortcomings apply to the territory of Jizzakh region, as well as other regions of the country. Therefore, to show the prestige of the private transport system, to seek to reduce shortcomings to improve the quality of services provided to the population, to unite private transport owners in local associations, to provide them with legal protection, transport discipline and culture, coordination and centralization of transport services. the establishment of dispatching points is an urgent task.

If we analyze on the basis of econometric models of passenger traffic, we can get the following factors that affect the number of passengers.

Table 4. **Analysis of statistical indicators of the main factors affecting the number of passengers in Jizzakh region**

Years	Number of passengers (million people)	Population density (km.kv)	Employment (thousand people)	GDP (thousand soums / per capita)	Passenger turnover (passenger million km)
2000 y.	59.1	46	295	84.267	242.6
2001 y.	44.5	46.8	298	132.263	222.2

2002 y.	30.4	47.4	304.3	205,685	179.9
2003 y.	19.9	48.1	312.4	312,926	121.8
2004 y.	15.2	48.6	323.2	368.273	101.1
2005	13.4	49.2	332.5	479,423	92.2
2006 y.	5	49.6	341.6	625.88	30.2
2007	16	50.2	350.9	749.505	8
2008 y.	2.1	50.9	376.1	966	11.6
2009 y.	59,737	51.8	388.1	1105.8	1459.77
2010 y.	58.285	52.7	404.6	1940.4	1483.4
2011 y.	69.146	55	413.9	2590.7	1659.1
2012 y.	75.509	55.9	424.1	3155.6	1754.7
2013 y.	69.177	56.8	437.3	3715.7	1807.6
2014 y.	69,452	57.8	453	4550.3	1877.1
2015 y.	77.251	58.9	465.4	5328.8	2198.7
2016 y.	80.75	60.2	480.8	6028	2200.6
2017 y.	83,577	61.3	492.6	7373	2265.6
2018 y.	86.162	62.5	539.4	9546.6	2328.3
2019 y.	94,388	63.8	590.3	11807.8	2472.5
2020 y.	88,816	63.57	598.90	12997.30	2356.00

Table 4 shows the number of passengers carried in 2000 and 2020, population density, employment, gross domestic product and passenger turnover in statistical units, based on data from the Jizzakh Regional Statistics Office.

Under the chairmanship of President Shavkat Mirziyoyev on November 30, 2020, measures to develop public transport in the regions were discussed.

It is estimated that only 4.4 million or 22 percent of the country's nearly 20 million passengers a day use public transport. 22 per cent is due to the ratio of the revenue of passenger transport enterprises to the number of passengers transported in the region. This figure is even lower in Andijan, Kashkadarya, Namangan, Khorezm, Samarkand, Fergana, Bukhara and Tashkent regions. 1,200 villages are not covered by public transport on the route to the district center. The level of bus coverage is 24 per 100,000 people. This figure is less than 15 in Surkhandarya, Kashkadarya, Namangan and Andijan. An additional 800 buses are needed next year to upgrade the fleet.

The study was conducted to study the number of passengers and the impact of factors affecting it, and the task was to determine the future forecast. In the course of the research, comparisons of practical materials, analysis using statistics and tables were carried out, on the basis of which specific recommendations and conclusions were made.
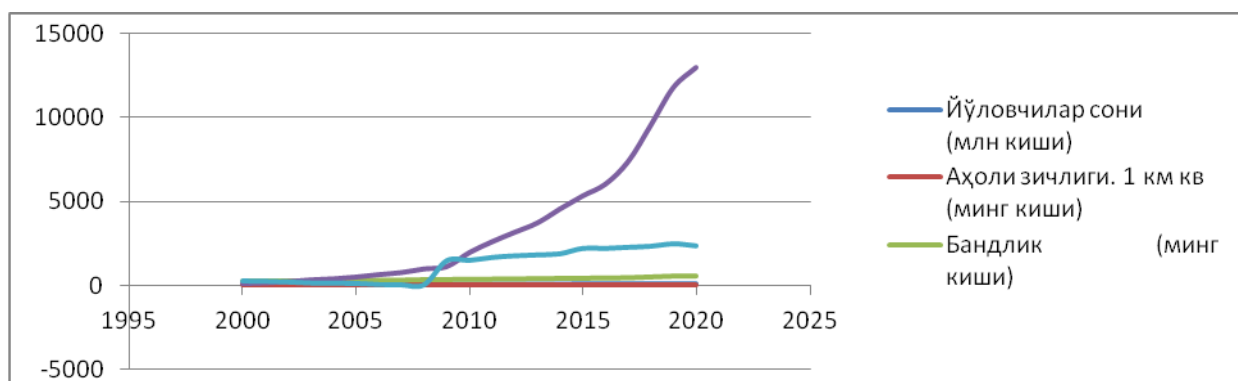
Figure 3. Statistical indicators of the main factors affecting the number of passengers in Jizzakh region

Figure 3 shows the factors influencing the number of passengers, and we can see that employment and agglomeration indicators fall in parallel with each other and are correlatedly correlated. Gross domestic product (GDP) in 2020 is a huge change compared to 2003, and it really depends on whether per capita income increases or money depreciates. Another important conclusion to be drawn from the data is that in order to forecast the volume of passenger flow, it is necessary to take into account the types of economic activities for which an econometric model is being formed. Four different econometric models were used to study and predict the factors affecting passenger traffic volume. That is, for correlation and correlation analysis, separate models were developed for the area of the regression equation with the result factor of each factor.

	Number of passengers	Population density	Employment	YaIM	Passenger turnover
Number of passengers	1				
Population density	0.815288012	1			
Employment	0.793666324	0.98249093	1		
YaIM	0.775013615	0.93953033	0.969637814	1	
Passenger turnover	0.937502513	0.93506256	0.904190217	0.837359744	1

Figure 4. Correlation indicators of factors

From the correlation indices in Figure 4 above, we conclude that all factors are closely related and that population density and employment are correlated.

To perform the regression equations of these models, we perform calculations using Microsoft Excel. We will analyze the three models step by step. When regression equation 1 was found by the least squares method, it was found that there was an autocorrelation problem in the regression equation. Therefore, Fisher was used to evaluate the significance of the regression coefficients found by the least squares method. The results of this method are resistant to the autocorrelation problem and can provide information on the statistical significance of the effect of the factors.
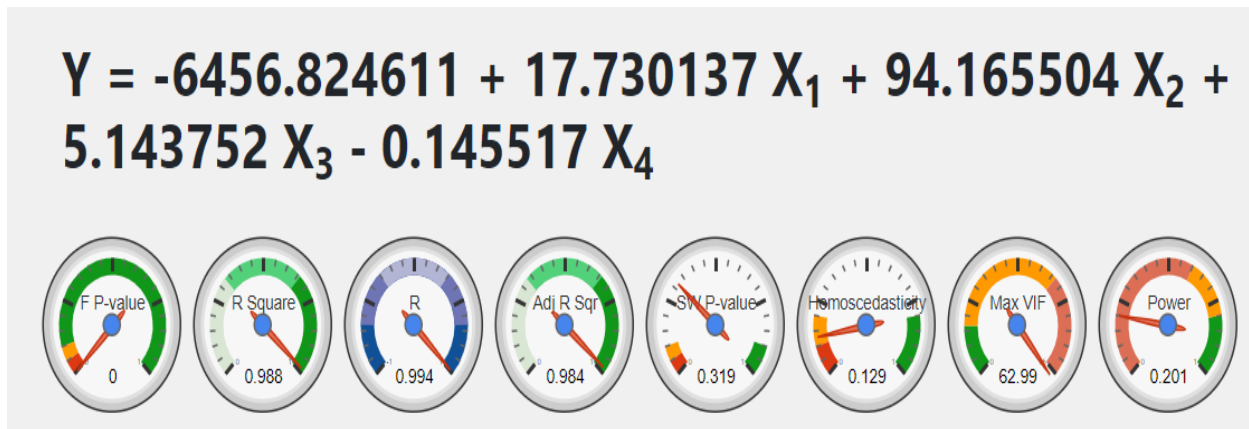
$$Y = -6456.824611 + 17.730137\, X_1 + 94.165504\, X_2 + 5.143752\, X_3 - 0.145517\, X_4$$

Figure 5. Regression equation of passenger flow in Jizzakh region

If we convert the data given in Figure 5 into a regression equation, it looks like this.

Passenger turnover = -6456.824611 + 17.730137 (Number of passengers) + 94.165504 (Population density) + 5.143752 (Employment) - 0.145517 (GDP per capita) (1)

R square (R^2) is equal to 0.987521. The multi-correlation coefficient (R) is 0.993741. This means that (1) there is a very strong direct correlation between the predicted data (Y) and the observed data (X). Total regression, $F_{(4.16)}$ =**316.528899**, p -value = 5.21805e-15. Since the p-value is <a (0.05), we reject H_0.

The linear regression model, $X\mathbf{Y = b_0 + b_1 X_1 + ... + b_p X_p}$ results better than the model without independent variables Y = b 0. All independent variables (Xi) are important.

Y-intersection (b): T = -8.016660, p-value = 5.39772e-7.Thus,**b**is significantly different from zero.

Since there is multicollinearity in the equation, we take the employment factor X $_{3\ and\ recalculate}$ the logarithmic function.
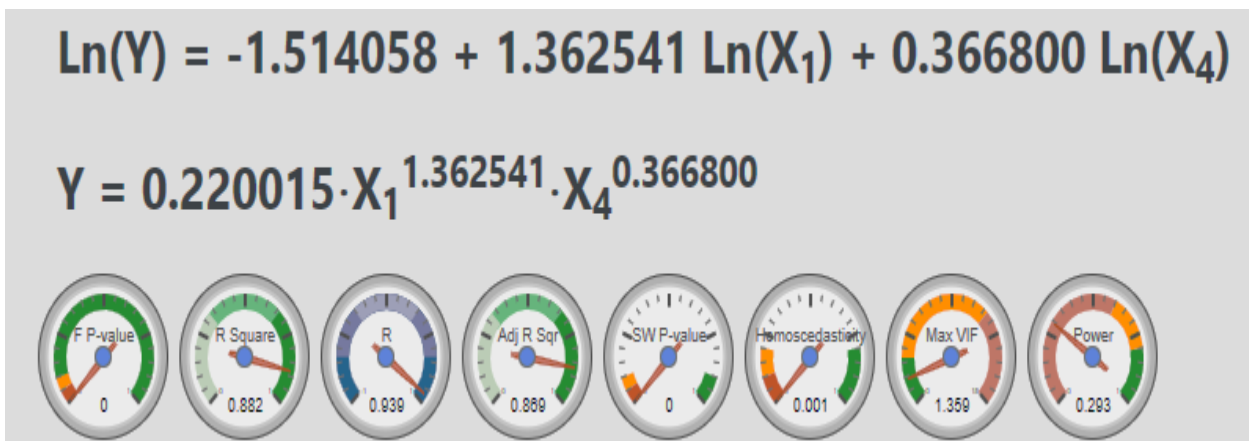
$$Ln(Y) = -1.514058 + 1.362541\, Ln(X_1) + 0.366800\, Ln(X_4)$$

$$Y = 0.220015 \cdot X_1^{1.362541} \cdot X_4^{0.366800}$$

Figure 6. Factors affecting passenger turnover in Jizzakh region Regression equation.

Ln (Passenger turnover) = -1.514058 + 1.362541 Ln (Number of passengers) + 0.366800 Ln (GDP) (2)

Passenger turnover = 0.220015 · (Number of passengers)$^{1.362541}$ · (GDP)$^{0.366800}$ (3)

Figure 6 above shows the coefficients of the regression equation. Both factors obtained from the results of this table are statistically significant because the p-values of the two factors obtained are

0 and 0.05 for the iteration coefficient, respectively. When evaluated by the student criterion, since the significance level of p-values is less than 0.05, the factors obtained can be considered statistically significant.

Table 5. Forecast analysis of factors affecting passenger turnover of Jizzakh region for 2021-2025

Years	Number of passengers (million people)	The population density is 1 km2 (thousand people)	Employment (thousand people)	GDP (thousand soums)	Passenger turnover (million km)
2021	95.004	64,515	571.285	9912.919	2801.312
2022	98.801	65,458	585,893	10493.469	2948.301
2023	102,599	66.401	600.502	11074.020	3095.291
2024	106.4	67.343	615,110	11654.570	3242.280
2025	110.2	68,286	629,719	12235.120	3389.270

Table 5 provides a forecast analysis of the factors affecting passenger traffic by road until 2025.
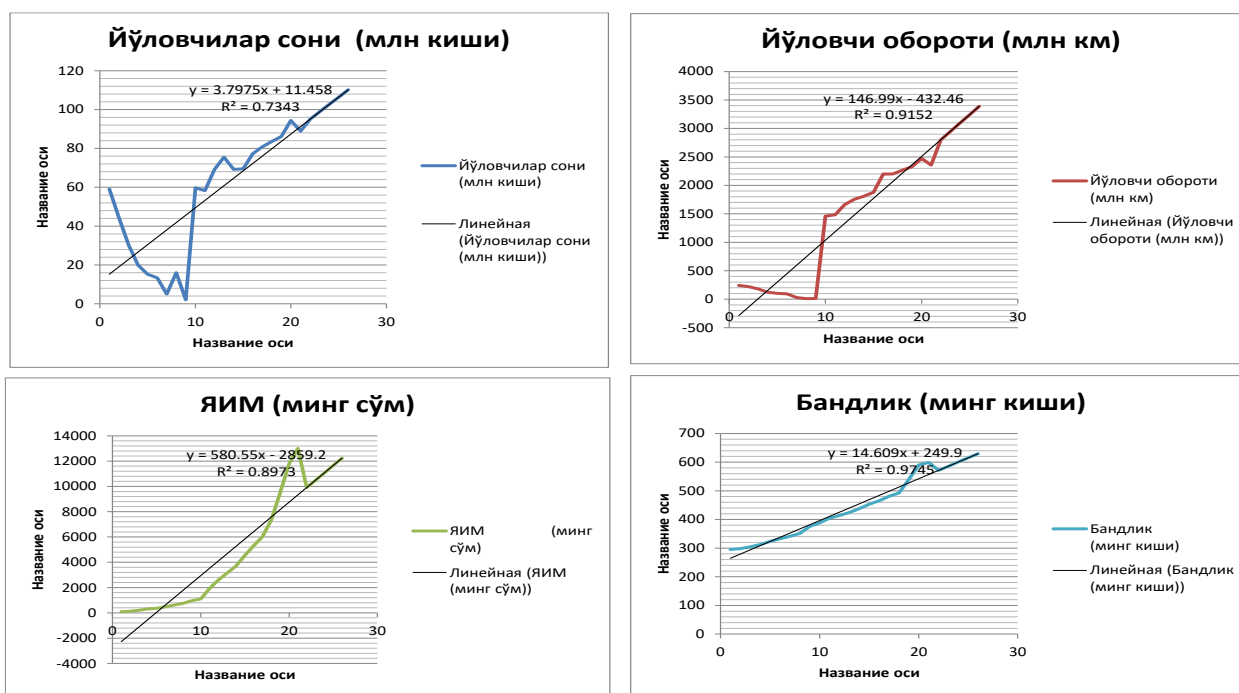

Figure 7. The regression equation of the factors affecting passenger turnover over the years

From the above analysis (Figure 7) we conclude that the general regression equation looks like this.

Based on the results of the above analysis, the following conclusions can be drawn.

CONCLUSIONS

The high level of urbanization determines the importance of urban and suburban public transport in the life of the country. The country's population meets its travel needs, with an average of more than 1,200 travelers per capita each year for each age group. For the economically active population, and especially for residents of large cities, the intensity of public transport is certainly

quite high, so it is clear that the public transport sector is important not only in social terms, but also in its formation.

The only metro system in Uzbekistan is located in Tashkent. By 2020, buses will account for 80 percent of the country's total transportation. The total volume of passenger traffic is constantly growing.

It should also be noted that the use of road space, fuel consumption and the share of environmental waste in the transportation of passengers by bus or trolleybus is much lower than in passenger cars.

In Tashkent, a public transport dispatching mechanism has been launched and the first positive results have been achieved. Through 2GIS, 3TM and INITIATIVE programs, the population was able to monitor the movement of public transport online. Dispatcher service also plays a key role in public transport. The dispatch service gathers customer and vendor requests and suggestions for the convenience of passengers and drivers.

Table 6. **SWOT-analysis of the public transport dispatch market**

Strengths	Weaknesses
➤ effective world experience in public transport monitoring ➤ low level of competition in the market ➤ The beginning of the structural design of the market: ➤ the market is open to potential investors and private sources of financing.	➤ insufficient development of public transport in the regions, especially in small and remote centers ➤ low level of service ➤ high level of depreciation of fixed assets of public transport enterprises ➤ lack of qualified staff
Opportunities	**Threats**
➤ There are a lot of vacancies ➤ occurs in the second navigation equipment market ➤ the emergence of local navigation equipment manufacturers and monitoring technology manufacturers ➤ availability of effective mechanisms of state support of the industry ➤ achieve significant and cost-effective results for shipping and delivery ➤ public transport capacity programs by international financial institutions for extensive financial support and implementation	➤ high level of business risk ➤ high cost of transportation tracking equipment and software technology ➤ weak level of assortment policy (lack of technology on the market) ➤ low culture of using terminals ➤ low investment attractiveness of the market ➤ low business activity ➤ Public funding in the field of transport is mainly intended for national projects (airports, ports, highways, railways).

Analysis of the public transport market in Jizzakh region (Table 6) shows that all its participants (transport companies, authorities, passengers) are dissatisfied with the quality of service. The low quality of passenger service increases the demand for their use of a private car. Transport companies, on the other hand, achieve their main goals due to tariff restrictions.

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