

ECONOMETRIC ANALYSIS OF FACTORS AFFECTING INVESTMENT ACTIVITIES OF ENTERPRISES

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ABSTRACT

Today special attention is paid until the development of the scientific oath fundamental foundations of the transport oath communication system which is one of the leading sectors of the economy. Since road transport is a key link in social infrastructure, it is necessary until optimize investment activities in warrant until adapt said until world standards and of course, provide the population with new types of services. The article presents an econometric analysis of the factors influencing the investment activity of motor transport enterprises.

KEYWORDS: *Investments, Investments Activity, Trucking Companies, Regression, Correlation.*

INTRODUCTION

Enter. The transport system, including road transport, has a special place in the effective development of the world and national economy. According to the World Bank, "the share of world road transport services in GDP is 6.9 percent or 4300 billion. In terms of US dollars, 110 billion tons of cargo, more than 1.0 trillion passengers were transported per year, and the number of employees employed in the transport infrastructure was 100 million people¹. In this regard, great importance is attached to issues such as the development of the transport system on a global scale, full digitization of the transport sector, increasing the volume of transport services and modern types while increasing the quality of services, and improving economic relations in the field.

Special importance is attached to the development of transport and communication systems, which is one of the leading sectors of the world economy, on a scientific basis. In this regard, research is being carried out in the following priority areas: social support for the provision of safe, affordable and convenient transport services by encouraging investment activity, public-private partnership as an effective means of investment sources, and improvement of mechanisms for covering transport costs in non-standard economic conditions, interregional and global large-scale projects, for example, further development of transport and communication systems along the "Great Silk Road".

In the years of independence, especially in the conditions of the establishment of New Uzbekistan, special attention is paid to the development of road transport on modern bases, and the organization of effective investment activities in this regard. "In order to deliver our products

to domestic and foreign markets, to reduce their cost, we need to develop the transport and logistics sector².” This, in turn, determines the expediency of carrying out scientific research on the purposeful and effective use of investment opportunities, the effective use of production resources, the optimization of automobile enterprises, the optimal exploitation of vehicles, and the use of working capital as an effective mechanism of investment sources.

Due to the fact that road transport is the main link of social infrastructure, it is the demand of the time to adapt them to world standards and optimize investment activity in order to provide new types of services to the population. Optimizing the operation of urban public transport, which is part of the infrastructural sectors, and creating an environment of free competition in it are among the most urgent problems for large cities. Creating a wide opportunity for citizens to use public transport serves, firstly, as a means of socio-economic regulation, and secondly, it eases the process of property stratification of society in market conditions.

The total length of 8 bus depots within the joint-stock company "Toshshahartransxizmat", which is the object of our research work, is 2952.1 km. providing transport services to the population on 133 inner-city and 21 suburban routes, more than 96 percent of the total passengers are carried by them.

LITERATURE REVIEW

us, we found it appropriate to analyze the concepts, terms and categories that reveal the essence of the research, taking into account the complexity of the management of investment projects in motor transport enterprises, investment objects and the factors affecting them.

The theoretical research of the investment process, which is the main condition for attracting investments - the study of the possibilities of creating a favorable investment environment, arises from the need to effectively attract the resources of the national and world capital market for the development of economic sectors at the level of demand.

Therefore, solving the theoretical and practical issues of investment activity in the provision of transport services requires a systematic approach, allowing to imagine the object as a complex socio-economic factor³. In this approach, attention is paid to the definitions given to the concepts of investment activity as a system of relative descriptions, and due to their mutual harmonization, it is possible to reveal the investment potential of enterprises and the ability to use it.

The most important element of investment activity is to determine the nature and content of "investment". The word "investment" is derived from the English language (investment) and means "capital investment".

Currently, there are different views on the essence of investment, and these views express its essence in different ways. The essence of investment is the process of putting capital in various forms to get some kind of effect or income. Such a concept is somewhat general⁴.

If G.S.Vechkanov, G.R.Vechkanova define investment as long-term investments of state or private capital in order to benefit various sectors of the economy in the country or abroad, according to V.V.Bocharov, investment is all types of property invested in business and other activity objects. And achieving profit or social effect at the expense of intellectual values⁵.

In practice, we often see that the concept of "capital investment" is used as a synonym for "investment", but this is not always true. I.A. Blank convincingly justified this. That is, investments can be mobilized to increase working capital, various financial instruments and some types of intangible assets, along with spending capital on the reconstruction of fixed assets in the form of production and non-production. So, "capital investment" is a relatively narrow concept and can be considered as a form of investment⁶.

N. Haydarov defined⁷ investment as "regardless of the form of ownership, individuals and legal entities operating on the basis of entrepreneurship or the state spend their financial, material and intellectual wealth on any business object within the scope of the law for the purpose of obtaining economic or social benefits."

We believe that this definition is correct if applied to business entities based on commercial activity. However, investments in public goods, such as urban passenger transport, cannot be described as business objects.

According to the current legislation of the Republic of Uzbekistan, "investments are tangible and intangible assets and rights to them, including rights to intellectual property objects, as well as reinvestments, which are invested in the objects of the social sphere, entrepreneurship, scientific and other types of activities based on risks for the purpose of profit, and they include the following may include: funds, including cash, target bank deposits, shares, shares, stocks, bonds, promissory notes and other securities; movable and immovable property (buildings, structures, equipment, machines and other material assets); intellectual property rights, including technical, technological, commercial and other knowledge formalized in the form of technical documents, skills and production experience, patented or unpatented (know-how), necessary for the organization of one or another type of production, as well as Other valuables not prohibited by the laws of the Republic of Uzbekistan are defined as "⁸.

According to the definition of T. U. Kadirov, "investment is material and intangible capital attracted to the economy in order to increase the wealth of society⁹."

However, in the scientific works of the above-mentioned scientists and specialists, the theoretical and methodological foundations of the effective implementation of investment activities in the road transport system have not been sufficiently researched.

The main part. On the one hand, bus companies perform an important social task in providing public transportation by providing transport services to the least well-off segments of the population under preferential conditions determined by state bodies, and on the other hand, they purchase vehicles, energy resources, fuel and other materials from commercial entities at market prices. purchases, that is, transport operation is carried out on a commercial basis. Therefore, it is important to evaluate the impact of these factors in increasing the efficiency of investment activities of bus companies related to the increase in the volume, scope and quality of transport services to the city residents¹⁰.

2021 , we can see the growth rate of both income and expenses (see Figure 1).

However, the amount of income increased by 3.5 times in 2021 compared to 2012 at current estimates, while expenses increased by 3.9 times. The main reason for this rapid increase in costs was the purchase of new rolling stock and the increase in the cost of spare parts and fuel and

lubricants required for their repair. As a result, the negative balance between the received income and the incurred expenses has increased by almost 8 times, which means that the company is currently operating at a loss.

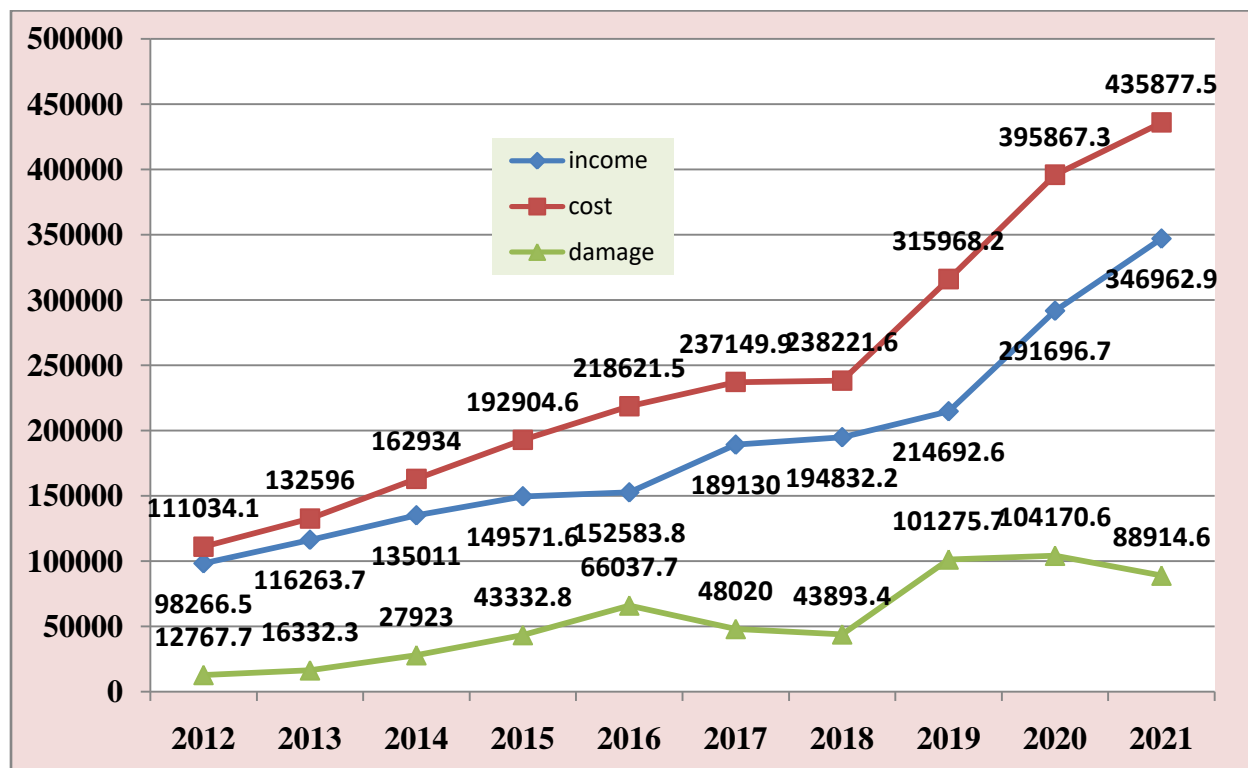


Figure 1. Dynamics of financial indicators of "Toshshahartransxizmat" JSC bus enterprises¹¹

Revenue from passenger transportation, expenses incurred and financial situation show that investment is very necessary for the development of bus companies.

As we mentioned above, investors first of all start by analyzing the financial situation of any enterprise, that is, what kind of expenses it is making, whether these expenses include unnecessary expenses or not. Therefore, we consider it preferable to evaluate the investment attractiveness of bus enterprises that are part of "Toshshahartransxizmat" JSC in order to attract investment.

If we study the structure of expenses incurred for bus service in "Toshshahartransxizmat" JSC, we can see that it consists of 3 parts. These are production (service), auxiliary activity costs and non-production costs. The cost analysis shows that production (service) costs make up the main part of all costs.

Based on the above-mentioned points, in order to attract investment to the bus enterprises within JSC "Toshshahartransxizmat", it is appropriate to analyze the factors affecting its income. Because it is necessary to know the influence of factors on income when developing an investment strategy in the field of passenger transportation.

In our opinion, the most optimal way to solve this problem is to develop a correlation-regression model. To do this, it is necessary to identify the main factors affecting the income and see how they affect the income.

Analysis

When performing a multi-factor analysis of income for 2012-2021, the composition of expenses incurred in these years was taken as factors affecting income (see Table 1). The result of the analysis of their composition shows that a large part of the total costs (we did not take these indicators as an influencing factor due to the low possibility of reducing wages and social contributions) corresponds to the following five indicators:

- Fuel and lubricants;
- Depreciation allowances;
- Maintenance and repair costs;
- Period costs;
- Taxes and mandatory fees.

Below we will consider the reason why we take these indicators as a factor.

Depreciation is a component of the general economic activity policy of the enterprise, and it is a deduction from income based on the condition of fixed assets.

The main means are in their own condition.

TABLE 1 FINANCIAL INDICATORS OF "TOSHSKHARTRANSXIZMAT" JSC BUS ENTERPRISES AND THE DYNAMICS OF CHANGES IN THEIR STRUCTURE, MLN. SOUM¹²

Years	Total income	Total cost	including					Damage
			Fuel and lubrication costs	Depreciation of vehicles	Maintenance and repair costs	Period costs	Taxes and Fees	
	Y1	Y2	X1	X2	X3	X4	X5	Y3
2012	98266.5	111034.1	33753.2	19368.1	24325.9	2597.9	8597.1	-12767.7
2013	116263.7	132596.0	43341.3	22271.1	29493	13912.7	8597.1	-16332.3
2014	135011.0	162934.0	47572.6	30278.5	37195.4	17818.7	11748.1	-27923.0
2015	149571.6	192904.6	45602.9	32196.5	46093.4	30291.3	22915.1	-43332.8
2016	152583.8	218621.5	69982.2	31367.6	47598.5	30997.1	23301.6	-66037.7
2017	189130.0	237149.9	64069.6	32650.1	51994.7	40799.3	29485.6	-48020.0
2018	194832.2	238221.	57295.4	34025.1	49885	50964.1	38187.1	-433893.4

		6						
2019	214692.6	315968. 2	74774.8	35696.6	70381.7	75314.2	60373.6	-101275.7
2020	291696.7	395867. 3	96994.8	46699.2	93423.7	89415.1	69334.5	-104170.6
2021	346962.9	435877. 5	114995.9	53778.2	96013.7	97473.1	73616.6	-88914.6

Its value by giving it to the product, that is, the change due to wear and tear of fixed assets is assumed.

Depreciation or change in value of fixed assets mainly occurs in the following cases:

- As a result of mechanical impact on fixed assets as a result of product production;
- As a result of the effect of a natural factor, regardless of whether the main tool participates in the production of the product or not;
- As a result of scientific and technical achievements, technical and technological obsolescence of the main means in the production process, i.e. failure to meet modern standards - moral obsolescence.

Among the 3 types of depreciation mentioned above, it should be noted that according to the national accounting standard of the Republic of Uzbekistan No. 5, allocations should be calculated based on the company's income for each reporting period, and at the same time, material depreciation should also be taken into account when calculating allocations.

From the above points, it is possible to take depreciation deductions as factors affecting the income when assessing the investment attractiveness. Because the wear and tear of fixed assets leads to a decrease in the company's income, it also leads to an increase in the value of the product due to the fact that it is included in the cost of deductions.

In addition, fixed assets that change their condition without participating in production, that is, in the organization and implementation of transportation work, do not bring any income. As a result of natural obsolescence or mental obsolescence, fixed assets do not meet current requirements, which leads to an increase in the costs of maintenance and repair of fixed assets, including vehicles. Because adapting to today's requirements (techniques with low operating costs) requires a lot of money. In addition, the external and internal appearance of buses should meet the requirements of the era in terms of design.

It is known that taxes and compulsory payments are included in the income received by the enterprise. This means that a certain part of the company's income is spent on taxes and compulsory payments. The higher the burden of taxes and mandatory payments for the enterprise, the more part of the income is directed to the implementation of taxes and mandatory payments. Ultimately, it affects the amount of profit. This has a negative impact on the low investment attractiveness of the enterprise.

Summary.

Based on the above-mentioned points, we believe that it is appropriate to study the impact of fuel and lubricants costs, depreciation, maintenance and repair, taxes and compulsory payments and period expenses as factors to attract investment in the field of passenger transportation in road transport. Therefore, the last 10 years of income and expenditure figures were taken as factors. A linear correlation-regression model was developed to see the effect of these factors on income. Its regression equation looks like this:

$$Y=63722.7-0.331X_1 - 2.39X_2 - 1.21X_3 - 1.97X_4 - 0.29X_5(1);$$

Here:

Y – Income, mln. soum;

X₁- Expenses for fuel and lubricants, million soums;

X₂- Depreciation allowances, mln. soum;

X₃- Maintenance and repair costs, million soums;

X₄- Period expenses, million soums;

X₅- Taxes and mandatory payments, million soums.

The coefficient of correlation between income and factors was R=0.96, and the coefficient of determination was R²=0.92. A high correlation coefficient indicates that the studied factors are closely related to each other. The coefficient of determination shows that 92 percent of the income of bus companies depends on the variation of factors.

The value of the F-Fisher criterion is higher than the error of a = 0.05 in the table (F_{tab} = 10.05 > F_{table}), which indicates that the equation can be used as an objective function.

Based on the results of the regression equation, it can be concluded that the factor that has the greatest impact on income is depreciation costs, the next is the period costs factor, the 3rd place is maintenance and repair costs, and the least impacting factor is the tax and mandatory payments factor.

Based on the above-mentioned points and the obtained correlation model, it can be said that in order to invest in the field of passenger transportation in road transport of JSC "Toshshahartransxizmat" it is necessary to develop measures aimed at reducing costs that have a high impact on income. Because these costs are directly related to income, and because these costs were covered by income, the factors led to the negative financial condition of bus companies. This leads to a decrease in profitability and solvency.

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