

American Journal of Economics and Business Management

Vol. 9 Issue 5 | **pp.** 687-698 | **ISSN:** 2576-5973

Available online @ https://www.globalresearchnetwork.us/index.php/ajebm

Article

Priority Mechanisms, Factors, and Identification Methods for Providing Competitive Transport Services

Rajabov Qurbon Sulaymonovich[1]

1. Independent researcher, Bukhara State University

Abstract: This article analyzes the priority mechanisms, influencing factors, and identification methods for providing competitive transport services in the modern economy. The study focuses on the role of transport infrastructure, logistics efficiency, service quality, digital technologies, cost optimization, safety, and customer satisfaction in strengthening transport competitiveness. Special attention is given to multimodal transportation, digital logistics platforms, intelligent transport systems, and environmentally sustainable solutions as key tools for improving the efficiency and reliability of transport services. The article also highlights that the development of competitive transport services contributes to reducing logistics costs, expanding trade flows, increasing regional investment attractiveness, and supporting sustainable economic growth.

Keywords: Competitive transport services, transport infrastructure, logistics efficiency, digital transformation, multimodal transportation, intelligent transport systems, service quality, cost optimization, transport safety, customer satisfaction, sustainable transport, regional economic development.

Citation: Sulaymonovich R. Q. Priority Mechanisms, Factors, and Identification Methods for Providing Competitive Transport Services. American Journal of Economics and Business Management 2026, 9(5), 687-698.

Received: 19th Feb 2026
Revised: 30th Mar 2026
Accepted: 20th Apr 2026
Published: 29th May 2026

Copyright: © 2026 by the authors. Submitted for open access publication under the terms and conditions of the Creative Commons Attribution (CC BY) license (https://creativecommons.org/licenses/by/4.0/)

Introduction

In the modern economy, transport services play a crucial role in ensuring regional connectivity, supporting trade flows, increasing business activity, and strengthening the competitiveness of national and regional markets. The efficiency, reliability, affordability, and accessibility of transport services directly influence the development of production, logistics, tourism, agriculture, and service sectors. The growing globalization of markets and the expansion of digital logistics systems require the development of competitive transport services based on modern management approaches, innovative technologies, and customer-oriented service models. In this context, identifying priority mechanisms and key factors affecting the competitiveness of transport services is of great scientific and practical importance.[1][2]

Competitive transport services are determined by several factors, including service quality, transport infrastructure, pricing policy, delivery speed, safety, digitalization, environmental sustainability, and the effective organization of logistics processes. Therefore, the improvement of transport services requires not only technical modernization but also the development of methodological approaches for evaluating and identifying competitiveness factors. The relevance of this research is explained by the need to improve transport service efficiency, reduce logistics costs, expand market access, and ensure sustainable economic development. This article aims to study the priority

mechanisms, factors, and identification methods for providing competitive transport services.[3][4]

Research Methodology

This research uses a systematic and analytical approach to study the priority mechanisms, factors, and identification methods for providing competitive transport services. The theoretical basis of the study is formed by scientific works on transport economics, logistics management, service competitiveness, infrastructure development, and digital transformation in transport services. The study applies methods such as comparative analysis, systematic analysis, statistical grouping, factor analysis, and generalization.[5] These methods make it possible to identify the main factors influencing the competitiveness of transport services, including service quality, delivery speed, transport costs, safety, accessibility, infrastructure capacity, digital technologies, and customer satisfaction.[6] The empirical basis of the research includes statistical data, reports of transport and logistics organizations, international experience, and indicators related to the development of transport services. Based on the analysis, practical recommendations are developed to improve the competitiveness of transport services through modernization, digitalization, cost optimization, and service quality improvement.[7]

Literature Review

Foreign researchers mainly evaluate the competitiveness of transport services through delivery speed, cost efficiency, reliability, multimodal transportation systems, and the implementation of digital technologies. In the research conducted by Z. Wang and co-authors, the digitalization of supply chains and logistics efficiency were identified as important factors for improving industrial competitiveness. The authors emphasized that effective logistics systems reduce operational costs and improve market accessibility for businesses. Furthermore, the study highlights that modern logistics management directly affects the competitiveness of transport services.[8] M. Poliak's 2026 study analyzed the impact of digital transport documentation on the competitiveness and operational efficiency of road transport services. The research concluded that digital document systems increase transparency, reduce delivery time, and improve management efficiency within transport operations.[9]

S. A. Alavi-Borazjani and colleagues, in their 2025 research, investigated the key success factors of digital transformation in transport and logistics systems. According to their findings, technological infrastructure, economic feasibility, logistics performance, service quality, and regulatory support are among the main determinants of competitive transport services in the digital economy. Foreign scholars such as Michael Porter and Paul Krugman also emphasized that infrastructure quality, logistics integration, and innovation are critical factors influencing transport competitiveness and regional economic development. Their scientific works underline the importance of efficient transportation systems in strengthening trade relations and improving national competitiveness.[10]

Local researchers have also paid considerable attention to improving transport and logistics services in Uzbekistan. In particular, studies by Sh. Shodmonov and U. Gafurov analyzed the institutional and economic mechanisms for developing transport infrastructure and logistics services in the country. Their research highlights the importance of digital logistics platforms, multimodal transportation, and international transport corridors in increasing the efficiency of transport services. In 2026, I. Narimonjon No'monjon o'g'li examined the role of transport and logistics operations in improving the efficiency of small businesses and regional trade activities. The study found that transport services significantly influence production processes, market accessibility, and export potential.[11]

Local scientific studies also emphasize the necessity of modernizing transport infrastructure, expanding logistics centers, improving customs procedures, and

integrating innovative technologies into transport systems. Researchers argue that strengthening Uzbekistan's participation in international transport corridors and transit networks can significantly increase the competitiveness of national transport services. Overall, the scientific literature published between 2020 and 2026 demonstrates that competitive transport services depend on infrastructure modernization, digital transformation, logistics optimization, environmental sustainability, and customer-oriented service management. These factors play a vital role in enhancing transport efficiency, reducing logistics costs, and accelerating regional economic development.[12]

Discussion and Results

Enhancing the competitiveness of transport services is a multi-factor process that requires the harmonious development of service quality, economic efficiency, the management system, and the market environment. Organizational and economic mechanisms operate in mutual interconnection in ensuring this process (Table 1).

Table 1. Organizational-economic mechanisms of providing transport services and their structural elements.

Mechanism	Measure	Essence
ORGANIZATIONAL	**Improving the management system**	Introducing strategic planning, process management, and a results-oriented approach in managing transport services enhances competitiveness. This reduces disruptions and inefficiencies in service delivery.
	Implementing service delivery standards	Defining service quality requirements based on international standards (ISO, OHSAS, environmental standards) ensures the reliability and stability of transport services. Standardization reduces variations in service quality.
	Developing personnel potential	Improving the professional qualifications, service culture, and digital skills of personnel is considered the main organizational factor of transport service quality. The training system reinforces competitive advantage.
	Optimizing logistics and processes	Reorganizing transport-logistics processes, optimizing routes, and implementing multimodal solutions increases the speed and reliability of services.
	Implementing information and digital management systems	Introducing GPS, ERP, CRM, electronic monitoring and tracking systems increases service transparency and strengthens customer trust.
ECONOMIC	**Effective tariff policy**	A tariff policy based on the price-quality balance ensures the economic competitiveness of transport services. Differentiated tariffs allow covering different customer segments.
	Cost optimization	Reducing fuel, repair, logistics, and management costs lowers the cost of services and increases profitability. This

	provides advantage in the competitive environment.
Investment mechanisms	Attracting investment in infrastructure, vehicles, and digital technologies creates the economic basis for improving service quality. Public-private partnership mechanisms accelerate this process.
Financial incentives	Tax benefits, subsidies, preferential loans, and leasing mechanisms create economic incentives for modernizing transport services.
Economic management of risks	Reducing financial risks related to transport services through insurance, hedging, and reserve funds ensures the stability of services.

Thus, organizational mechanisms represent a set of measures aimed at efficiently organizing the process of providing transport services, improving management quality, and ensuring stable service quality. Economic mechanisms serve to enhance the financial stability, market attractiveness, and investment potential of transport services.

The mutual harmony of organizational and economic mechanisms lies in the fact that the competitiveness of transport services is ensured not by organizational or economic measures alone, but through their integration. For example, digital management (organizational) leads to cost reduction (economic), while standardization enhances investment attractiveness. The organizational and economic mechanisms for improving the competitiveness of transport services operate by harmonizing service quality, management efficiency, and economic stability. The complex application of these mechanisms ensures that transport services occupy a leading position in the market and achieve long-term competitive development.

The issue of enhancing the competitiveness of transport services has a systemic character. According to Kleyner's approach, these processes consist of a complex of systems referred to as "object", "process", "project" and "environment".

1. Object-oriented measures (development of transport infrastructure and service base):

- assessment of the condition of transport infrastructure (roads, terminals, logistics centers);
- placement and modernization of service capacities;
- formulation of projects aimed at improving the quality of transport services.

2. Environment- (market-) oriented measures (business environment and investment attractiveness):

- improving the competitive environment in the transport services market;
- expanding private sector participation;
- developing mechanisms for attracting investment to transport services.

3. Process-oriented measures (logistics, efficiency, digitalization):

- optimization of transport-logistics processes;
- reducing time and costs in service delivery;
- implementation of digital technologies (GPS, electronic tracking, CRM).

4. Project-oriented measures (innovation and technological renewal):

- development of innovative transport service projects;

- implementation of ecological and intelligent transport systems;
- development of service types with high added value.

In the author's opinion, the organizational-management mechanisms of transport services include the following, and they serve as an important factor in ensuring the competitiveness of transport services (Table 2).

Table 2. Organizational-management mechanisms for enhancing the competitiveness of transport services and their elements.

Organizational-management mechanisms	Organizational-management elements
Management	1. Developing a strategy for the competitiveness of transport services. 2. Identifying priority service types. 3. Setting quality, safety, and service standards.
Monitoring	1. Continuous tracking of transport service quality indicators. 2. Assessment of the dynamics of the competitiveness index (d_i). 3. Analysis of customer satisfaction and market demand.
Regulation and coordination	1. Coordination of tariff policy and service quality. 2. Application of public-private partnership mechanisms. 3. Risk management in the sphere of transport services.

Thus, the proposed organizational-management mechanism enables the complex enhancement of transport services competitiveness across object, market environment, process, and project directions. This approach, by mutually coordinating management, monitoring, and regulation functions, serves to improve transport service quality and form sustainable competitive advantage in the market.

The organizational-economic mechanisms of providing transport services represent a set of institutional, organizational, and economic instruments aimed at organizing, managing, and financially supporting services. These mechanisms determine the operating environment of transport services, the distribution of resources, and the order of implementation of service delivery processes. From this perspective, service delivery efficiency emerges as the practical result of these mechanisms.

Service delivery efficiency in the transport services sphere reflects how rationally the available resources (financial, material-technical, labor, and time resources) are used, as well as what economic and social results are achieved through these resources. The more effectively organizational-economic mechanisms are formed, the more optimal the processes of providing transport services become, and the higher the service efficiency.

The author proposes the following system of indicators for assessing the efficiency of transport service delivery (Table 3).

Table 3. System of economic indicators for assessing the efficiency of transport services.

№	Economic indicator	Method of calculation
1	**C_1 — Speed of service delivery**	C_1 = Number of service users / time period of service delivery (in various time units)
2	**C_2 — Level of customer satisfaction with the service provided**	C_2 = Number of customers satisfied with the service provided / Total number of customers who used the service
3	**C_3 — Profitability of the service provided**	C_3 = Total cost incurred for the service provided / Profit derived from the service provided

4	**C_4 — Level of innovative service delivery**	C_4 = Number of innovative services (services with GPS and artificial intelligence) / Number of traditional services
5	**C_5 — Average cost of one unit of transport service provided**	C_5 = Total costs in the service provided / Total volume of services provided

The system of economic indicators presented in the table enables a multifaceted, objective, and comprehensive assessment of transport service efficiency. Through these indicators, the relationship between service quality, economic effectiveness, and the level of innovative development is determined, and a solid scientific base is created for making scientifically substantiated decisions on improving transport services.[13][14]

The following factors influence the provision of competitive transport services:

1. Service quality and reliability. Competitiveness is primarily determined by the quality of transport services. Delivering cargo and passengers on time, safely, and with guarantees increases trust in services. Stable high quality indicators ensure a leading position in the market.

2. Economic efficiency and pricing policy. The cost, price-quality ratio, and profitability of transport services constitute the important economic basis of competitiveness. The pricing policy must correspond to customer capabilities and be harmonized with service quality.

3. Speed and logistics efficiency. The speed of service delivery, time spent en route, and optimization of logistics processes enhance the attractiveness of transport services. Effective logistics enables gaining advantage in the competitive environment.

4. The level of innovations and digitalization. Introducing GPS, digital tracking, artificial intelligence, and automated management systems enhances service transparency and quality. Innovative technologies ensure the long-term competitiveness of transport services.

5. Organizational-management mechanism. The efficiency of the management system, service delivery standards, and personnel potential shape the competitiveness of transport services. The more perfect the organizational solutions, the higher the service efficiency.

6. Provision of infrastructure and resources. Transport infrastructure (roads, terminals, logistics centers) and material-technical base determine service quality. Modern infrastructure is considered an important condition of competitive advantage.

7. Social and institutional environment**.** State policy, regulatory mechanisms, tax and tariff incentives ensure the stable operation of the transport services market. Likewise, the labor market and social factors also influence service competitiveness.

In the transport services market, the provision of competitive transport services depends on many factors, and sometimes even services with a high level of innovation may not meet customer and consumer demands. From this perspective, below we examine the issue of identifying the most optimal type of service in the transport services market. The service type identified as most optimal is essentially considered a competitive transport service.

Methodology for identifying the most optimal variants of providing competitive transport services. Suppose that in the transport services market there are three variants: traditional transport services (Variant A), service-oriented and digitalized transport services (Variant B), and fully innovative, high-value-added transport services (Variant C), and it is required to identify the most optimal competitive transport service type. Furthermore, suppose the following stakeholders in the transport services market act in pursuit of their own interests:

1. Transport service providers (firms, limited liability companies, private enterprises, individuals, etc.):

Criterion 1: K_1 — maximum profit.

2. Consumers (clients: population, cargo owners, firms, etc.):

Criterion 2: K_2 — acceptable prices (the price of the transport service);

Criterion 3: K_3 — speed and timeliness.

3. The State:

Criterion 4: K_4 — customer safety;

Criterion 5: K_5 — new jobs;

Criterion 6: K_6 — budget revenues.

All the criteria of the stakeholders listed above are characterized as follows:

Profit: low in traditional transport services (Variant A), medium in service-oriented and digitalized transport services (Variant B), and high in fully innovative, high-value-added transport services.

Price: low in traditional transport services (Variant A), medium in service-oriented and digitalized transport services, and relatively high in fully innovative, high-value-added transport services.

Speed: low in traditional transport services (Variant A), high in service-oriented and digitalized transport services, and relatively medium in fully innovative, high-value-added transport services.

Safety: low in traditional transport services (Variant A), high in service-oriented and digitalized transport services, and relatively medium in fully innovative, high-value-added transport services.

Employment (jobs): high in traditional transport services (Variant A), medium in service-oriented and digitalized transport services, and low in fully innovative, high-value-added transport services.

Revenue: low in traditional transport services (Variant A), high in service-oriented and digitalized transport services, and medium in fully innovative, high-value-added transport services.

Using experts' opinions, we generalize the variables across the above criteria and convert the existing latent variables into numerical values based on the Likert scale (Table 4).

Table 4. Evaluations of criteria by types of transport services.

Criteria	Types of services		
	Traditional transport service	**Service-oriented, digitalized transport service**	**Fully innovative, high-value-added transport service**
Profit	low	medium	high
Price	low	medium	high
Speed (1–10)	3	10	6
Safety (1–10)	5	9	8
Employment	high	medium	low
Revenue	low	medium	high

Ensuring competitiveness in the transport services market is directly related to improving the quality of service delivery, achieving economic efficiency, and harmonizing

public interests. From this perspective, in order to identify the most optimal variant of providing competitive transport services, we use mathematical methods of decision-making:

Variants: A — traditional transport service; B — service-oriented, digitalized transport service; and C — fully innovative, high-value-added transport service.

Stakeholders and criteria:

1. Transport service providers: K_1 — profit.

2. Consumers: K_2 — price acceptability, K_3 — speed and timeliness.

3. The State: K_4 — safety, K_5 — jobs, K_6 — budget revenues.

When converting the assessments in Table 4 (low/medium/high) into the Likert 1–10 scale, we adopt the following values: low = 3, medium = 6, high = 9 (speed and safety are already given in 1–10 form).

Across the variants, the criterion values (Likert) are as follows:

K_1. Profit: A = 3, B = 6, C = 9.

K_2. Price: A = 3 (low), B = 6 (medium), C = 9 (high) (this is a 'cost' criterion).

K_3. Speed: A = 3, B = 10, C = 6.

K_4. Safety: A = 5, B = 9, C = 8.

K_5. Employment: A = 9, B = 6, C = 3.

K_6. Revenue: A = 3, B = 6, C = 9.

Based on this methodology, we first determine the weights of stakeholders. According to the content of the study, the influence of consumers is the greatest, then comes the state, and finally the least influence is from the service providers. Thus, it follows that the consumer is 3 times more important than the state and 5 times more important than the service provider, while the state is 3 times more important than the service provider; this enables the formation of the following matrix:

$$A = \begin{pmatrix} 1 & 3 & \\ 1/3 & 1 & \\ 1/5 & 1/3 & \end{pmatrix} \quad (1)$$

Through this matrix, we determine the weight of the interests of each stakeholder using the following geometric mean:

$$GM_i = \sqrt[3]{\prod_{j=1}^{3} a_{ij}} \quad (2)$$

If we multiply the values of the first row of matrix (1) and take the cube root, then do the same for the second and third rows, we obtain the geometric mean values for each stakeholder, which respectively equal 2.466 for the consumer, 1.0 for the state, and 0.406 for the transport service providers. To normalize all geometric values, we use the following formula:

$$w_i = \frac{GM_i}{\sum GM_i} \quad (3)$$

Here, the denominator in formula (3) equals the sum of 2.466 + 1.0 + 0.406, that is, 3.872. If we divide each stakeholder's geometric mean by 3.872, then this value equals 0.637 for consumers, 0.258 for the state, and 0.105 for service providers.

These calculated weights mean that in decision-making, market demand (consumer) is dominant, the state's socio-economic functions are medium, and private interest is relatively low. In the next stage, we calculate the criterion weights within stakeholders, which equal the following:

Transport service providers (Prv) — since there is only K_1:

$$w(K_1|Prv) = 1 \quad (4)$$

Consumers (Cns) — since K_2 and K_3 are taken as equally important:

$$w(K_2|Cns) = 0.5, \quad w(K_3|Cns \quad (5)$$

The State (Gov) — since K_4, K_5, and K_6 are taken as equally important:

$$w(K_4|Gov) = w(K_5|Gov) = w($$

It should be noted that in the present study the state criteria have not been distinguished with separate priority, therefore these criteria may methodologically be considered as equally distributed.

In the next stage of analysis, we calculate the global weights using the so-called 'global criterion weights' method through the following formula:

$$W(K_j) = \sum_g w(g) \cdot w(. \quad (7)$$

Based on formula (3.7), we obtain the following calculations:

$W(K_1) = 0.105 \cdot 1 = 0.105$;

$W(K_2) = 0.637 \cdot 0.5 = 0.3185$;

$W(K_3) = 0.637 \cdot 0.5 = 0.3185$;

$W(K_4) = 0.258 \cdot 1/3 = 0.0860$;

$W(K_5) = 0.258 \cdot 1/3 = 0.0860$;

$W(K_6) = 0.258 \cdot 1/3 = 0.0860$.

It should be noted that $\Sigma\, W(K_i) = 1$, and the greatest influence falls on K_2 and K_3 (consumer criteria). This shows that in the competitiveness of transport services, client requirements are decisive.

In the next step, we determine the local-level preferences of variants for each criterion using the following formula:

For criteria where a higher value is preferred:

$$p_i = \frac{s_i}{\sum s_i} \quad (8)$$

For criteria where a lower value is preferred:

$$p_i = \frac{1/s_i}{\sum(1/s_i)} \quad (9)$$

The local-level preferences of variants based on each criterion for transport services are presented in numerical form in the following table (Table 5).

In the next step, generalizing all calculations, we perform the following final integral assessment and through it identify the competitive transport service type:

$$S(Alt) = \sum_{j=1}^{6} W(K_j) \cdot \quad (10)$$

Thus, based on formula (10), the final integral assessment of variants is as follows:

Variant A (traditional transport service):

S(A) = 0.105·0.1667 + 0.3185·0.5455 + 0.3185·0.1579 +

+ 0.0860·0.2273 + 0.0860·0.5 + 0.0860·0.1667 = 0.3184.

Table 5. Local-level preferences of all variants based on each criterion for types of transport services.

Criteria	Requirement for the transport service	A — traditional transport service	B — service-oriented, digitalized transport service	C — fully innovative, high-value-added transport service
Profit — K_1	higher is better		**s = (3, 6, 9) → Σ s = 18**	
		3/18 = 0.1667	6/18 = 0.3333	9/18 = 0.5
Price — K_2	cost criterion: lower is better		**s = (3, 6, 9) → (1/3, 1/6, 1/9), Σ s = 0.6111**	
		(1/3)/0.6111 = 0.5455	(1/6)/0.6111 = 0.2727	(1/9)/0.6111 = 0.1818
Speed — K_3	higher is better		**s = (3, 10, 6) → Σ s = 19**	
		3/19 = 0.1579	10/19 = 0.5263	6/19 = 0.3158
Safety — K_4	higher is better		**s = (5, 9, 8) → Σ s = 22**	
		5/22 = 0.2273	9/22 = 0.4091	8/22 = 0.3636
Employment — K_5	higher is better		**s = (9, 6, 3) → Σ s = 18**	
		9/18 = 0.5	6/18 = 0.3333	3/18 = 0.1667
Revenue — K_6	higher is better		**s = (3, 6, 9) → Σ s = 18**	
		3/18 = 0.1667	6/18 = 0.3333	9/18 = 0.5

[6]

Variant B (service-oriented, digitalized transport service):

S(B) = 0.105·0.3333 + 0.3185·0.2727 + 0.3185·0.5263 +

+ 0.0860·0.4091 + 0.0860·0.3333 + 0.0860·0.3333 = 0.3820.

Variant C (fully innovative, high-value-added transport service):

S(C) = 0.105·0.5 + 0.3185·0.1818 + 0.3185·0.3158 +

+ 0.0860·0.3636 + 0.0860·0.1667 + 0.0860·0.5 = 0.2996.

Based on all the calculations presented above, the ranking of the most optimal competitive transport type is as follows:

S(B) = 0.3820 > S(A) = 0.3184 > S(C) = 0.2996.

From this inequality, it can be seen that the most optimal transport service type is Variant B, which is the service-oriented and digitalized transport service, and it is simultaneously considered a competitive transport type.[15]

Thus, the calculations obtained on the basis of this methodology showed that when the influence of stakeholders in the transport services market (consumer — state — service provider) and the priority of criteria are taken into account, the service-oriented and digitalized transport service (**Variant B**) has the highest integral preference. This variant, through the complex improvement of speed, safety, and service quality, increases customer satisfaction, ensures socio-economic effect for the state, and serves to form sustainable financial results for service providers. Therefore, **Variant B** is recommended as the optimal model for enhancing the competitiveness of transport services.

Conclusion

In conclusion, competitive transport services are essential for improving economic efficiency, strengthening trade relations, and supporting sustainable regional development. The study shows that the competitiveness of transport services is determined not only by the availability of transport infrastructure, but also by service quality, reliability, speed, cost efficiency, safety, digitalization, and customer-oriented management.

The analysis confirms that modern transport systems require the integration of logistics centers, multimodal transportation, digital platforms, and intelligent management technologies. These mechanisms help reduce delivery time, optimize transportation costs, improve transparency, and increase the reliability of transport operations. At the same time, environmental sustainability and the use of energy-efficient transport solutions are becoming increasingly important factors in ensuring long-term competitiveness.

It can be concluded that the development of competitive transport services requires a comprehensive approach based on infrastructure modernization, innovative technologies, institutional support, and effective regulation. Strengthening these mechanisms will create favorable conditions for expanding domestic and international trade, increasing regional investment attractiveness, supporting entrepreneurship, and ensuring stable economic growth.

REFERENCES

[1] S. A. Alavi-Borazjani et al., “Digital transformation in transport and logistics systems: Key success factors,” *Sustainability*, 2025.

[2] D. Banister, *Transport Planning*. London, UK: Routledge, 2020.

[3] K. Button, *Transport Economics*, 4th ed. Cheltenham, UK: Edward Elgar Publishing, 2020.

[4] M. Christopher, *Logistics and Supply Chain Management*, 6th ed. Harlow, UK: Pearson, 2022.

[5] T. G. Crainic and K. H. Kim, "Intermodal transportation," in *Handbook of Logistics and Supply Chain Management*. Bingley, UK: Emerald Publishing, 2021.
[6] D. A. Hensher and K. J. Button, *Handbook of Transport Modelling*. Bingley, UK: Emerald Publishing, 2021.
[7] J. P. Rodrigue, *The Geography of Transport Systems*, 6th ed. London, UK: Routledge, 2024.
[8] A. Rushton, P. Croucher, and P. Baker, *The Handbook of Logistics and Distribution Management*, 7th ed. London, UK: Kogan Page, 2022.
[9] Z. Wang et al., "Supply chain digitalization and logistics efficiency: Evidence from industrial enterprises," *Transportation Research Part E: Logistics and Transportation Review*, 2024.
[10] M. Poliak, "Digital transport documentation and competitiveness of road transport services," *Logistics*, 2026.
[11] M. E. Porter, *Competitive Strategy: Techniques for Analyzing Industries and Competitors*. New York, NY, USA: Free Press, 2020.
[12] Sh. Sh. Shodmonov and U. V. G'afurov, *Iqtisodiyot Nazariyasi*. Toshkent, Uzbekistan: Iqtisodiyot, 2021.
[13] I. N. No'monjon o'g'li, "Transport-logistika xizmatlarining kichik biznes samaradorligiga ta'siri," *International Journal of Social Science & Interdisciplinary Research*, 2026.
[14] O'zbekiston Respublikasi Transport vazirligi, *Transport-logistika tizimini rivojlantirish bo'yicha tahliliy hisobot*. Toshkent, Uzbekistan, 2024.
[15] World Bank, *Logistics Performance Index 2023: Connecting to Compete*. Washington, DC, USA: World Bank, 2023.