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uyushmalar, buyurtma asosida ishlab, sifatli binolar quradi, sifatli savdo, transport va boshqa xizmatlar ko'rsatadi. Xodimlariga vaqtida qonunga muvofiq mehnat haqi, davlat budjetiga esa soliqlar to'laydilar.

Xullas, mamlakat iqtisodiyoti yuqori sur'atlar bilan rivojlansa, aholi daromadlari ko'payib, boy bo'ladi, mamlakat qudratli bo'ladi.

Foydalanilgan adabiyotlar ro'yxati:

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<p>У.Худайбердиев, С.Бабаназарова Доходы населения и пути их увеличения</p>	<p>U.Khudayberdiev, S.Babanazarova Incomes of the population and ways to increase them</p>
<p>Аннотация: В статье рассмотрены сущность доходов населения, их виды и прирост за последние пять лет. Наряду с этим, освещены возможности повышения доходов населения.</p> <p>Ключевые слова: доходы населения, заработная плата, предпринимательство, имущественная рента, трансферты, пенсия, пособие, домашнее хозяйство, имение, экономическое развитие.</p>	<p>Abstract: The article reveals the essence of the income of the population, their types and their growth over five years. At the same time, opportunities for increasing the income of the population were highlighted.</p> <p>Keywords: income of the population, wages, entrepreneurship, property rent, transfers, pension, allowance, household, estate, economic development.</p>

Shao Junling – Researcher, Tashkent State University of Economics

ANALYSIS OF THE ROLE OF INSTITUTIONAL FRAMEWORKS IN PROMOTING THE QUALITATIVE DEVELOPMENT OF THE ECONOMY OF THE REGION "BELT AND ROAD"

<p>Abstract: The "Belt and Road Initiative" has entered a new stage and its main goal is to provide high-quality assistance to the development of the regional economy. Currently, international economic integration is identified as one of the main tasks. Based on the relevance of this issue, the article analyzes the mechanisms of cooperation in the direction of sustainable development of the One Belt, One Road initiative, as well as the possibility of creating a system to support sustainable development.</p> <p>Keywords: "One Belt, One Road", high-quality development, institutionalized construction, regional economy.</p>

Introduction. Chinese President Xi Jinping's interpretation of the connotation of high-quality development in the construction of the "Belt and Road" mainly comes from two fields: one is the official interpretation represented by officials (or former government officials) in competent departments; the other is the interpretation by the academic community.

Fan Hengshan, the former deputy secretary-general of the National Development and Reform Commission, summed up the high-quality development of the "Belt and Road" construction as follows: The principle of extensive consultation, joint contribution and shared benefits should continue to be adhered to, and more attention should be paid to the connection with relevant national development strategies and basic interests; the consciousness of a community of shared future with shared rights and responsibilities, and more emphasis on promoting the formation of an effective operating mechanism and a fair and just governance system. [1]

Literature Review. In contrast, the academic circles have less interpretation of the connotation of the high-quality development of the "Belt and Road Initiative" construction. A representative interpretation is that the direction of high-quality development of "Belt and Road Initiative" construction boils down to sustainability, which includes three points: first, the high quality of the development vision. The second is the high quality of the cooperation path. The third is the high quality of the construction mode. [2]

Although the official and academic circles have different expressions on the connotation of "Belt and Road Initiative" construction of high-quality development, its commonness is sustainability. For China, as an advocate of "Belt and Road Initiative", sustainability means first of all to be in line with its own interests. Although "Belt and Road Initiative" has the attribute of public goods, it will lose the value of its existence if it cannot meet its own development goals. For the relevant countries, when participating in the joint construction of "Belt and Road Initiative", it is necessary to ensure the debt sustainability, environmental sustainability and social development sustainability of these countries, and the most important thing is to benefit the people's livelihood and give them a real sense of achievement. [3]

Methodology. This paper adopts the dynamic analysis method, considers the time factor, regards the change of economic phenomenon as a continuous process. From the relevant economic phenomena and the historical development process of economic cooperation, trace the source and explore the development direction of economic development.

Analysis and Research. 1. The Necessity of Regional Economic Institutionalization Construction of the “Belt and Road”

Institutionalization is an inevitable requirement for the Belt and Road Initiative to respond to external challenges

While the “Belt and Road Initiative” has been widely recognized and participated by the international community in its first phase, it also faces increasing external challenges. These challenges include misunderstandings and suspicions from countries related to the "Belt and Road", as well as smears from some countries outside the region; there are both moral hazard behaviors from some countries along the "Belt and Road", and strategies of some major powers outside the region. Whether these challenges can be successfully addressed is related to the sustainability of the new stage of the Belt and Road Initiative. Of course, many efforts are needed to meet these challenges, but institutional construction is indispensable.

In addition, major countries outside the region that have not participated in the "Belt and Road" in recent years are also building and strengthening regional economic integration mechanisms. For example, the Comprehensive and Progressive Agreement for Trans-Pacific Partnership (CPTPP) led by Japan will also be committed to For the expansion, India is committed to upgrading the existing Bay of Bengal Multisectoral Technical and Economic Cooperation (BIMSTEC) initiative into a free trade zone. These measures are objectively forming a hedge against the "Belt and Road". [4] Faced with these challenges, the only way out for the Belt and Road Initiative is to promote institutionalization.

Institutionalization is a prerequisite for the “Belt and Road” to connect with the current global governance system

To a certain extent, it is difficult for the Belt and Road Initiative to connect with any organizational form under the current global governance system, because they are all rule-oriented institutional arrangements, but the degree of institutionalization varies. Theoretically, a possible way to connect is to connect the “Belt and Road” with an initiative or concept of an international organization, such as the United Nations’ 2030 Sustainable Development Goals (SDGs). [5] In this sense, institutionalization is the precondition for the BRI to connect with the current global governance system.

2. Principles and methods for the institutionalized construction of the “Belt and Road” regional economy

Consultative, democratic and progressive principles

The "Belt and Road" is not a "solo" of China, but a "chorus" of the international community.

It is an inevitable requirement for the formulation of rules to follow the principles of consultation and democracy. No country can impose its will on other countries in the process of institutionalized construction. Economic cooperation under the framework of the "Belt and Road" is also a process of continuous deepening, and its institutionalization can only be carried out step by step.

Cooperation mechanism construction

As a development-oriented regional economic cooperation mechanism, the participants in the construction of the “Belt and Road” include at least six subjects in two categories: government and enterprises: the Chinese government and Chinese-funded enterprises, the host country government and host country enterprises, and the third-party country government with third-party state businesses. In addition, there are various forms of NGOs. There are theoretically more than ten cooperation mechanisms among these participants, and each participant has its own interests. Therefore, it is a complex task to construct a cooperative mechanism for sustainable development.

Benefit distribution mechanism

The concept of righteousness and interests is the basic principle guiding the distribution of benefits of the Belt and Road Initiative. Adhering to the correct concept of righteousness and interests requires coordinating the relationship between the government and enterprises, the relationship between long-term interests and short-term interests, the relationship between give and take, and the relationship between macro and micro goals. To coordinate these relations, China not only needs to build an institutional mechanism at the domestic level that meets the requirements of the concept of justice and interests, but also needs to carry out institutionalized cooperation at the international level. [6]

Support system construction

The sustainable development of the “Belt and Road” requires a comprehensive support system, which is also the main means for the government to guide enterprises to serve the national strategic goals.

Dispute Resolution Mechanism

With the deepening of "Belt and Road" cooperation, the dispute settlement mechanism is an indispensable institutional arrangement. In the current global governance system, the dispute settlement mechanism of the WTO has the greatest influence. But as we all know, the WTO's dispute settlement mechanism has been paralyzed due to the obstruction of the Trump administration. This reflects the necessity of promoting the dispute settlement mechanism under the framework of the "Belt and Road" from one aspect. [7]

Conclusions and Suggestions. The existing regional economic integration is rule-oriented, and the principles it pursues are de facto dominance by major powers, conditional openness and priority of rules. The development orientation determines that the institutionalized construction of the "Belt and Road" will not replicate the existing regional economic integration model. [8]

There is no ready-made template for the institutionalized construction of the "Belt and Road", so it will be a process of continuous exploration both in theory and in practice. At the same time, institutionalized construction is a systematic project involving many fields. Here we will focus on three areas of institutionalized construction according to the above logic: cooperation mechanism, benefit distribution mechanism and support system. The three together constitute an organic whole, which reflects the future development direction of the institutionalized construction of the "Belt and Road". The role of institutionalized construction in promoting the high-quality economic development of the "Belt and Road" region cannot be underestimated.

It is suggested that the construction of the "Belt and Road" should follow the principles of consultation, democracy and gradual progress, pay attention to the concept of sustainable development, and develop a reasonable and acceptable cooperation framework in cooperation mechanisms, benefit distribution mechanisms, investment and financing mechanisms, dispute settlement mechanisms and other aspects, so that the "the Belt and Road" can benefit countries along the Belt and Road and drive regional economic development.

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<p>Shao Junling</p> <p>“Bir makon bir yo‘l” mintaqasi iqtisodiyotini sifat jihatidan rivojlantirishga ko‘maklashishda institutsional asoslarining tahlili</p> <p>Annotatsiya: “Bir makon, bir yo‘l” tashabbusi yangi bosqichga ko‘tarilganidan so‘ng uning asosiy maqsadi mintaqa iqtisodiyotini sifat jihatidan rivojlantirishga ko‘maklashish sifatida belgilandi. Xalqaro darajadagi iqtisodiy integratsiya bugungi kunda asosiy masalalardan biri sifatida belgilanmoqda. Ushbu masalalarning muhimligidan kelib chiqib maqolada “Bir makon, bir yo‘l” tashabbusini barqaror rivojlantirish yo‘nalishida hamkorlik mexanizmlari, barqaror rivojlantirishni qo‘llab-quvvatlash tizimini barpo etish imkoniyatlari tahlil etilgan.</p> <p>Kalit so‘zlar: "Bir makon, bir yo‘l", sifatli rivojlanish, institutsionallashtirilgan qurilish, mintaqaviy iqtisodiyot.</p>	<p>Ш а о Жу нли нг</p> <p>Анализ роли институциональных основ в содействии качественному развитию экономики региона «Один пояс – один путь»</p> <p>Аннотация: Инициатива «Один пояс, один путь» поднята на новый уровень и ее главной целью определено качественное содействие развитию региональной экономики. В настоящее время международная экономическая интеграция определена как одна из главных задач. Исходя из актуальности данного вопроса, в статье анализируются механизмы сотрудничества в направлении устойчивого развития инициативы «Один пояс, один путь», а также возможности создания системы поддержки устойчивого развития.</p> <p>Ключевые слова: «Один пояс, один путь», качественное развитие, институционализация, региональная экономика.</p>
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Kudratjon Bakhtiyorovich Dilmanov – Bukhara State University teacher, independent researcher

CHARACTERISTICS OF HUMAN POWER

Abstract: The article is devoted to the specific characteristics of human potential, and also affects the content of such concepts as potential, capital, human potential, human capital, labor force, intellectual capital, human resources, the axis of human potential in relation to them specific features are revealed.

Keywords: potential, capital, human potential, human capital, labor force, intellectual capital, human resources, cultural capital, social capital.

Introduction. Relevance of the topic. In the Address of the President of the Republic of Uzbekistan Shavkat Mirziyoyev to the Oliy Majlis on January 24, 2020: "Three years ago, we

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