



ECONOMIC SIGNIFICANCE OF THE ORGANIZATION OF THE TRANSPORT LOGISTICS SYSTEM

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Abstract

In the article, the impact on the efficiency of industrial production in all parts of the logistics chain studied, it considered increasing it and reducing costs, in particular, the issues related to important elements of goods movement, such as procurement, storage, packaging and means of transportation considered. Problems faced by logistics companies analyzed. The advantages and disadvantages of the technologies introduced in logistics were determined and suggestions made to increase the efficiency of their use.

Keywords: logistics, delivery time, transport infrastructure, organization of international transportation.

Introduction

The logistics system of the enterprise is one of the most complex and at the same time well-functioning mechanisms that combine various elements. The continuous operation of this mechanism mainly determined by the precise operation of each of its components, the perfection of the methods and technologies used in it; therefore, it is necessary to study logistics in every enterprise.

In the modern world, the rapid growth of production, the expansion of the nomenclature of goods produced by various enterprises, the organization of warehouses, which in turn affects the growth of the enterprise's turnover. All this increases the role of logistics in enterprise management.

Increasing the efficiency of industrial production and reducing costs in all parts of the logistics chain mainly depends on the rational organization of the distribution network, in particular [1], the important elements of goods movement, such as procurement, storage, packaging and vehicles. Transport logistics is also part of the economic policy of any enterprise, its main task is to accompany the cargo from the time it leaves the manufacturer to the delivery to the consumer. Large manufacturing enterprises usually have their own transport.

Small firms are forced to rent cars or make contracts with transport companies.





High-quality transport logistics implies timely delivery of cargo and its safety. Therefore, logistics and transport managers must organize the most reasonable process of cargo transportation with minimal damage, constantly monitor its movement, know the location at the same time and ensure that it arrives at the company on time. By following these two basic rules, businesses can significantly reduce their costs [3]. Nowadays no solid enterprise can operate without transport logistics otherwise it risks bankruptcy.

With the emergence of "logistics departments" in enterprises, the process of delivery of raw materials and finished products has become more systematic, which has led to the rational selection of road stock, efficient management of loading, unloading, and transportation, and consequently reduced transportation costs.

Analysis of the Literature by theme

In the market economy, by the mid-1950s, the company's reserves of growth had already been exhausted due to cost reduction and proprietary solutions in some functional areas [4]. The search for such reserves began in the process of integration in the field of production, supply and distribution. From this moment, the logistics period begins. Western experts called the period from the mid-1950s to the 1970s the period of conceptualization (formation) of logistics.

In the economy, logistics started from the distribution sector. Selling expenses, according to experts, are half of the cost of goods. The shift of the cost center from production to distribution required a change in the practice and theory of distribution. In practice, this led to the consolidation of sales functions and the formation of a new direction - the physical distribution of products. The theoretical basis is the concept of total costs in the physical distribution, which means the possibility of regrouping the costs in the distribution to minimize them.

There is no disagreement among scientists about the first stage of logistics development. However, there are different approaches to the second phase, which dates back to the 1970s. One of them, A. M. Gadjinskiy [5] believes that at this stage of logistics development, production itself joined the integration process. L. B. Mirotin [6] and V. I. Sergeev [7] stated that the concept of business logistics is developing based on the physical distribution of procurement and materials management, and production management is being transformed into industrial logistics. Unlike them, we believe that after the development of logistics in the field of physical distribution, logistics in the field of supply, as well as in the field of production in the form of industrial logistics, is developing in parallel and independently. There is a fragmentary development of logistics, and this period





should be called the period of fragmentation, not the period of 1920 - 1950 [8]. Logically, it is impossible to combine supply and sales into a whole, and ignore the connection between them - production.

In the third stage of its development, logistics reaches the stage of maturity. In the literature, this stage called the logistic or non-integration period (1980-1990) [9]. At this stage, all parts of logistics (physical distribution, supply management and industrial logistics) are integrated into a single logistics chain and a micro-logistics system is formed at the enterprise level. Micro-logistics begins when the problem of integration of separate flow processes arises and reaches maturity when the logistics system formed in the enterprise.

Among scientists, there is a relatively good opinion about micro-logistics, which cannot be said about macro-logistics. A. M. Gadjinsky [10], the author of the book on logistics, writes, "A macro-logical system is a system of managing large material flows that covers industrial enterprises and organizations located in different regions of the country or different countries, mediation, trade and transport organizations of various departments" [11]. It is not clear, but prevents the metrological system from uniting enterprises in the region. Micro-logistic chains include participants of flow processes within the company, and macro-logistic chains unite participants from different territorial entities.

Nowadays, it is difficult to imagine any trade or production enterprise that is not involved in solving logistics problems. Thus, according to T. Allegri [12], logistics in enterprise activity allows the company to optimize product, financial and information flows "significantly reducing the time interval between the purchase of raw materials and semi-finished products and the delivery of goods" [13].

Reducing the time of cargo organization achieved through information integration of all participants of the logistics process: trade partners, transport participants, insurance and customs authorities, and logistics companies.

In order to ensure this integration, companies introduce digital technologies into their operations. All this contributes to the emergence of the new term "digital logistics". In the article "The main directions of digital logistics" the authors V.L. Vasilenok, V.V. Negreeva [14], E.I. Aleksashkina [15], A.I. Kruglov and S.A. Plastunova defines digital logistics as a method of searching, storing and transmitting information, as well as digital technologies that allow to optimize the process of cargo delivery [16]. Thus, the authors studying this topic emphasized the importance of introducing digital technologies to increase the efficiency of the activities of logistics organizations.





Results and Discussion

The relevance of studying the role of logistics in enterprise management is related to the process of globalization of the production and goods sector, therefore, the value of logistics increases in any enterprise, since a large part of the costs are often considered to be transport costs [17]. Thus, if an enterprise looks for the cheapest resources outside the country in order to reduce production costs, then the share of logistics costs will increase significantly.

Due to the breadth and many aspects of this problem, the functions and purposes of using the logistics system in the enterprise should be comprehensively studied in each individual case, which makes the research problem more relevant.

Logistics is an important business that opens up wide opportunities for the use of human and material resources, which in turn affects national production.

Logistics management has a significant impact on the state of financial and economic as well as legislative provision in the modern market economy. This situation should apply, first, to the market of motor transport services, warehouse management institutions, formation of motor transport services in intermediary organizations.

Nevertheless the work in the field of logistics is not limited to these trends it is very multifaceted. In addition, logistics work includes personnel supply of the enterprise, sales activities, organization of information systems, and other activities.

The unique novelty of the logistics approach in enterprise management is related to limited relationships in all areas of activity, which together form commodity-transfer organizational systems, which are easy to manage and demonstrate a high level of efficiency.

In the economic field, the practice of large enterprises of highly developed countries and Russia shows that logistics plays an important role in the business processes of modern enterprises. The effective development of various business processes, their ability to compete in foreign and domestic markets is mainly determined by the development of the logistics system of the enterprise and the logistics management of the enterprise in general.

The effectiveness of transport logistics mainly depends on the strategy and tactics of the company. At the same time, managers should conduct comprehensive marketing research (freight, prices, suppliers of raw materials, consumers of finished products, competitors), look at alternative methods of transportation and methods of transportation, keep records and their work to achieve the best results and achieve it. It is necessary to analyze the costs in order to obtain the minimum costs.

The policy of the services provided includes decisions and actions aimed at the comprehensive implementation of the transport process. Therefore, the organization





of cargo transportation is planned along with the provision of additional services to customers, taking into account the distance, quantity and delivery time of their transportation [18]. The fact that transport companies are very ready to diversify and expand their activities increases the potential of attracting customers, increases profits, accelerates the introduction of the latest transport technologies, and strengthens their position in the market of transport services.

Manufacturing enterprises are no less willing get rid of many non-specific logistics functions and focus on their core business in order to reduce overheads and lower wages.

According to logistics experts, an important reason preventing the expansion of cooperation between industry and transport companies in the field of logistics is the risk of the cargo owner losing control over the movement of raw materials and finished products. This reason, as a rule, has a subjective character, and can be eliminated as the experience of working together is accumulated and mutual trust is strengthened. This is confirmed by the rapid development of the transfer of logistics functions from production companies to transport companies. This is also facilitated by the rapid development of information technology, because of which transport companies expand and improve interactions with shippers through electronic data exchange.

Unfortunately, today, both ways are developing separately, each with its own advantages and disadvantages. The way out of this situation can be seen in their merger and, due to this, synergistic effect, which will help the further development of transport companies and reduce the transport costs of production enterprises.

Logistics is part of the supply system of the enterprise, which includes the effective planning, implementation and control of the main stages of the enterprise, as well as the storage and movement of goods and products produced by the enterprise. In addition, the logistics system of the enterprise includes the direction of relevant services and information flows from the place of delivery to the final consumer, while fulfilling all the requirements of the customer.

Transport is one of the main components of the logistics system of the enterprise, because no organization can function properly without the service of delivering finished goods and manufactured products to consumers. The activity of resource management logistics ensures a high level of adaptation of the enterprise and spending time on the process of reorganization or the production process according to external influencing factors.

The interaction of various components of the enterprise's logistics system takes place simultaneously at several levels: financial, economic, industrial, etc. The use of the



logistics system speeds up the process of obtaining information and increases the level of service of the production cycle.

Introducing the "just-in-time" principle of enterprise management into the logistics process, which is actively used in lean production, firstly, to eliminate losses at the production stage, excess production stocks and waiting time, secondly, to significantly reduce the value and price of goods, and finally, thirdly, it allows to improve the quality of logistics service of the enterprise. At the same time, it is reasonable for enterprises to organize the production cycle system in accordance with the principles of logistics. It is possible to organize the production cycle of the company, select suppliers and organize independent production processes, purchase materials and raw materials.

Historically, the interest in the problems of logistics development in industrialized countries was primarily related to economic reasons. Gradually, the attention of entrepreneurs was focused on the search for new forms of optimization of market activity and reducing costs in this area.

It should be clarified that the development of logistics is determined by two factors: Increasing the complexity of the system of market relations and the requirements for the quality characteristics of the distribution process;

Creating flexible production systems.

Consider what has driven the need and what the potential for logistics is to be widely used.

The need to use logistics is explained by a number of reasons, two of which are the most important. The first reason is the development of competition due to the transition of the seller's market to the buyer's market. The second reason was the economic crisis of the 70s, which clearly showed the world community the importance and necessity of introducing logistics methods into the economic sphere.

The possibility of applying logistics is connected with the modern achievements of scientific and technological development.

Because of scientific and technological progress, various work tools for working with material and information flows have been created and are widely distributed. It is possible to use the equipment suitable for the specific conditions of the logistics process. At the same time, computerization of logistics process management is important for logistics development.

Material flows from the main sources of raw materials to the final consumer through the chain of production, transportation and intermediary relationships are constantly expensive. Research conducted in the UK has shown that more than 70% of the cost of a product to the final consumer is the costs associated with storage, transportation, packaging and other operations that promote the material flow [19].

Enables the use of logistics in the areas of production and application:

- Reducing costs in all ways of movement of material flows;





- Reducing the transit time of goods through the logistics chain;
- Reduction of transportation costs;
- Reduce manual labor costs and associated costs for shipping operations.

The logistics approach creates conditions for improving many other indicators of the performance of the materials of the transmission system, as the overall organization improves, the interaction of individual contacts increases, and management improves.

The integrated quality of logistics systems represents the ability of these systems to realize the ultimate goal, which is called the "six rules of logistics":

1. Cargo-necessary product;
2. The quality is the quality needed;
3. Amount-in the required amount;
4. Deliveries must be made on time;
5. The place is in the right place;
6. Costs-with minimal costs.

The goal of logistics activity is achieved if these six conditions are met, that is, if the right product is delivered in the right amount and quality at the right time and at the right place at the lowest cost.

Conclusions and Suggestions

Logistics is a relatively young science, therefore, many issues related to the conceptual device and terminology are constantly updated changed and filled with new content with the development of market relations. For example, today in Uzbek and Russian literature, there are three dozen different definitions of logistics.

However, logistics based on it is not a completely new and practically unknown phenomenon. The problem of rationalization has always been in the center of attention. Innovations in logistics, first, consist in changing priorities in the economic practice of enterprises. Secondly, the novelty consists in a comprehensive approach to the issues of the movement of material values in the process of restoration.

Logistics includes the coordination of processes related to material and information flows, production, management and marketing, and involves the use of agreements in economic practice.

As a result, the movement of flows often achieves the directly opposite goals of the participants of the logistics chain, which indicates the performance of logistics' function of balancing, optimizing and coordinating various relationships. This allows you to move away from managing the different functions of the property separately and integrate them. This leads to the overall result of the activity, which is several times greater than the amount of individual effects.

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