World Bulletin of Management and Law (WBML)
Available Online at: https://www.scholarexpress.net
Volume-17, December 2022
ISSN: 2749-3601

INCREASING THE EFFICIENCY OF THE USE OF TRUCKS IN THE REGIONS OF THE REPUBLIC OF UZBEKISTAN: STRUCTURE AND FEATURES

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Article history:

Received: October 20th 2022
Accepted: November 20th 2022
Published: December 30th 2022

Abstract:

This article discusses the structure of the Uzbek freight transportation market, analyzes its main participants: carriers, forwarders, logistics operators, pays attention to the main trends, problems and features of the development of transport and forwarding activities.

Keywords: structure and features, increase, trucks, efficiency, to use

Territories play an important role in the development of small businesses. It is the local governments that clearly know the financial and material capabilities of their territory, the real needs of the population in the types of products and services, areas of activity from the point of view of the region, ways to effectively use resources in the form of ownership.

In a modern market economy, the main competitive advantage of any enterprise is the quality of its products or services. Improving the efficiency of using trucks for the regions of the republic is an urgent task. There are about 400 thousand units of trucks in Uzbekistan, the total freight turnover is more than 80 billion tons / km, and the transported cargo is about 2.0 billion tons. The average annual mileage per truck is 60-80 km [1].

In order to implement the strategy of industrial and innovative development and the prospects for territorial development, as well as by improving the quality of transport services provided, it is planned to reduce the freight intensity of the economy to 5 tons/km/$ of GDP. The transport component in the cost of final products and services will decrease to 6.9%, and the competitiveness of Uzbek exports will increase.

Leading experts in the field of quality have long established that the quality of products depends on 95% of the level of organization of business processes and only 5% on other reasons [3].

The transportation quality management system sets the requirements for the organization and implementation of intermediate technological processes of the supply chain in such a way that the end result of the services provided is of high quality and timely from the point of view of the consumer.

To assess the efficiency of the use and operation of trucks, indicators are usually used that directly determine the delivery parameters: freight turnover, inventory turnover rate, time and distance of delivery, rhythm and reliability of deliveries, delivery costs, etc. These indicators in absolute terms provide information on the efficiency of the transport process only at a separate link, and not throughout the entire supply chain. The impact of the transport process on the supply chain is manifested in a change in indicators that, at first glance, have nothing to do with it (for example, the effectiveness of intermediate technological processes depends on the human factor).

Optimization of the supply chain by improving and increasing the productivity of intermediate technological processes is a business strategy that ensures the effective management of material, financial and information flows for their synchronization in the distributed organizational structures of the region.

From the point of view of supply chain optimization and fulfillment, the modules completely build the process of operations and planning of warehouse and transport logistics, execution of warehouse operations and transportation. All operations are present in the supply chain system: from the formation and processing of a purchase order and warehousing and processing / picking of goods to the completion of deliveries and final mutual settlements.

Standardized integration of modules with traditional contours helps to effectively plan inbound and outbound deliveries, dispatch of goods, use various suppliers of warehouse and transport services, own transport fleet, as well as effectively combine and optimize several options for work. Supply chain management is a holistic business concept that combines advanced organizational principles and the capabilities of modern information technologies. Up to 30% of the business efficiency of industrial, logistics and trading companies depends on supply chain management. The value of the supply chain as a key

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factor in increasing the profitability and competitiveness of a business is constantly growing. Supply chain management is rapidly evolving and investments in supply chains will continue to increase in the future.

Implemented projects and research results on the implementation of the concept of supply chain management have shown the possibility of reducing the total costs in the supply chain by up to 50%, the time of receipt and preparation of goods for loading - up to 50%, increasing the accuracy of deliveries - up to 55%, improving the use of trucks - up to 20 %, increasing profits by optimizing the process - up to 25%, improving the quality of customer service - up to 35%, increasing turnover and market share by increasing the response speed and flexibility of supply chains - up to 55%. Considering that the share of costs in the value chain attributable to the supply chain is 75%, and up to 80% of the cost of the final product depends on decisions made at the stage of building the supply chain, the importance of effective supply chain management cannot be overestimated [4].

To develop models, an experiment was conducted at motor transport enterprises in order to identify a list of the most important technological processes. The objectives of the research are to optimize intermediate technological factors by reducing labor intensity and increasing the efficiency of working time, reducing the time for trucks to complete a specific task or cargo transportation to a minimum.

One of the factors that reduce transportation costs is the delivery of goods on time. At the same time, working on a tight schedule increases the burden on the administrative apparatus for planning, controlling and dispatching deliveries. In the event of unforeseen disruptions in the transportation schedule, the participants incur significant financial losses, so it was decided to organize a regional transport, logistics and distribution center in the Tashkent region on the basis of an existing motor transport company. The main tasks of this center include:

centralization of receiving orders for the transportation of goods;

· reception of cargoes, packing, marking, temporary storage and loading;

Reducing the impact of human factors on the timeliness and quality of transportation;

- choice of transport-technological scheme of cargo transportation;
- choice of carrier and type of transport;
- routing of transportation and control of the movement of cargo in transit;
- ensuring the safety of cargo during transportation;
- joint planning of different modes of transport in the case of multimodal transport [5].

The implementation of the above principles of the logistics concept of managing freight traffic on the basis of regional communication networks will make it possible to form a single accessible information space for all organizations of the forwarding structure, and not only in a particular region, but also in the Republic of Uzbekistan.

The results of the observations show that the greatest efficiency can be achieved with an optimal rolling stock control system that ensures the wide use of all the technical and operational capabilities of vehicles. In turn, at the heart of any rational rolling stock management system in market conditions is the desire for a greater concentration of transport services. The introduction of the proposed system shows that if we follow the process of improving the methods of road transport management, the tendency to increase the concentration of transport services becomes obvious. The launch of centralized transportation of goods with the organization of a regional transport, logistics and distribution center has become an important step in improving the methods of planning and organizing the work of road transport for the Tashkent region and its vicinity. The organization of centralized transportation significantly increases labor productivity in the performance of all intermediate technological processes in the supply chain and contributes to the improvement of the use of rolling stock [2].

It should be noted that the economic indicators of the efficiency of road transport are related to the definition of socio-economic conditions and, therefore, must be systematically modernized. The economic effect from the introduction of the proposed center is achieved by eliminating time losses for organizational reasons, reducing operating costs and the total amount of the reduced costs, this is evidenced by the calculation of the economic efficiency of introducing this system to other regions of Uzbekistan.

At the same time, it is necessary to correctly assess the performance indicators of the regional transport, logistics and distribution center in order to monitor the tightening conditions of competition and be able to take prompt measures to correct the complicated situation. For competent management, it is necessary to analyze the activities of the enterprise according to various parameters. Practice shows that a company starts operating profitably when its capacities and personnel are 70-80% loaded [3].

The figures depend on the availability and qualifications of workers, the volume of machines and the duration of the average order, the equipment used

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in intermediate technological processes in the supply chain.

Below is a list of parameters that it is advisable to control in a regional transport, logistics and distribution center:

1. Quantity:
- accepted orders;
- completed orders;
- unfulfilled orders;
- the volume of goods sent.

2. quality:
- coefficient of utilization of the carrying capacity of sent trucks;
- the number of repeated orders from shippers;
- the ratio of positive and negative references;
- customer satisfaction index;
- staff turnover.

3. costs:
- general per unit volume of the order;
- remuneration of regular employees;
- the ratio of planned and actual costs;
- paid bills;
- cost per square meter of premises and territory.

4. terms:
- average order processing time;
- percentage of deliveries on time;
- Percentage of orders completed within 48 hours.

Conclusions. The main results of the economic reform being carried out in the Republic of Uzbekistan depend on the effectiveness of the development of the country's regions. The peculiarities of the regions of Uzbekistan are distinguished by the fact that the only mode of transport connecting settlements and regional centers is a car. And the level and pace of development of the regions depends on the efficiency of the use of motor vehicles. We justified the creation of a regional transport, logistics and distribution center, which made it possible to increase the productivity and quality of the intermediate technological processes performed and reduce the downtime of trucks during loading and unloading.

Thus, in this article, the participants in the modern freight transportation market were described and clearly delineated in terms of functional content. So, the carrier is directly involved in the transportation of goods, without providing any additional services. Freight forwarding companies, unlike the carrier, not only ship goods, but also provide other services, such as packaging, labeling, tracking in transit, etc. Logistics operators provide an even wider range of services, including cargo consolidation, safekeeping, customs registration, etc. The logistics component is becoming increasingly important, which is a natural consequence of the existing trends in the development of the cargo transportation market.

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