



IMPROVING THE SYSTEM FOR PROVIDING TRANSPORT SERVICES TO BUSINESS ENTITIES

Khuzhaev Fazliddin Elmuradovich

PhD of the department "Business Management and Logistics" Tashkent State University of Economics.

Fazliddinxujaev72@gmail.com

| Article history: | Abstract: |
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| Received: 26 th September 2023 Accepted: 26 th October 2023 Published: 30 th November 2023 | Transport is the most important sector of the economy, specializing in meeting the need for the movement of passengers and goods, and is part of the production infrastructure serving the main sectors of the economy: mining, processing industry and agriculture. Infrastructure also includes communications, energy, and logistics systems. By ensuring the movement of goods, transport makes a significant contribution to the development of foreign economic, scientific, technical, cultural, sports and other relations. In accordance with this, there is a tendency to increase demand for transport services, both in volume and in range, and to separate forwarding services into an independent branch of the transport process. The development of these positive processes, along with growing competition, places additional demands on transport to accelerate the movement of goods, improve the quality of transport services, and reduce the transport component in the final price of the product. This article discusses the regulatory framework and basic provisions of freight forwarding services, documentation of the delivery of goods by various modes of transport and the organization of freight forwarding operations. The presentation of the material is based on knowledge of such disciplines as "Cargo Science", "General Course of Transport" and "Fundamentals of Logistics". |
| Keywords: Types of transport services, transport and forwarding services, transport and forwarding operation Associations of surveyors, Logistics companies, Consulting companies, Talman companies, temporary storage of cargo organization of long-term storage, packaging of shipments, performance of packaging operations, execution of transport documents, provision of information services, Forwarding services | |

METHODS AND RESEARCH. The methodological basis of the research is based on the fundamental concepts and provisions described in the scientific works of foreign and Uzbek scientists in the field of improving the system of providing transport services. The author also relies on the results of research by research teams in the areas of improving the system of providing transport services, studying the problems of efficient use of all types of transport in conditions of limited and unrestricted access to them, the formation, use and development of new routes for the transportation of goods and consumption in the economy, reporting data from government agencies and statistical information, legislative and regulatory legal acts, long-term development programs and reporting of Uzbek companies. In the course of the research, various methods and tools of functionally oriented search, economic and statistical analysis, forecasting and modeling were used.

LITERATURE ANALYSIS. Classical economic theories and modern concepts of the development of transport services in the context of global geopolitical challenges and crisis situations are actively discussed in relation to various industries and spheres of economic activity, and primarily those that are strategically "breakthrough" to ensure the national interests of the country.

Transportation and cargo transportation models have been the key issues in discussions for several decades. The problems of forming a model of transportation and transportation of goods are related to the need to improve the cost mechanism, the model of supply of resources – with the development of logistics activities, its effectiveness.

Logistics, as one of the most important areas of economic science, studies the patterns and principles of the flow organization of economic matter and from the point of view of the development of these patterns and principles of its "embedding" into modern models



(theoretical and organizational-practical) of innovative entrepreneurship is of scientific interest.

Analyzing the theories and models of innovative entrepreneurship known in science by William Baumol and innovation analysis by Joseph Schumpeter, we have identified several key provisions.

The first position. Developing the microtheory of innovative entrepreneurship, U. Baumol notes that a significant area of practical issues (legal requirements for the creation of new companies, accounting, accounting and tax accounting, marketing techniques, etc.) is focused on the details of replicative entrepreneurial activity, related to innovation and management only indirectly. "There are still gaps in the theory of resource allocation and use. However, further progress in this area of analysis does not require overcoming the same difficult obstacles that await us in the theory of innovative entrepreneurship."

As key obstacles, U. Baumol had in mind: firstly, heterogeneity associated with the attribution of innovations to non-standard products; secondly, uncertainty and inconsistency in the description of entrepreneurship, the development of its formal optimization models that do not allow the use of simple mathematical forms. Formal optimization is limited and is an "inconvenient" tool for analyzing innovative entrepreneurship.

ANALYSES AND RESULTS. as a result of scientific research conducted within the framework of this scientific article, the basis of which was laid by R. Points, entrepreneurs were divided into two categories:

- innovative entrepreneurs who direct a significant part of their efforts to generate new ideas and implement new transport routes;
- replicative entrepreneurs who create companies offering all types of transport services that do not have any new properties.

Freight forwarding services (feasibility study) is an activity in the field of transportation, covering the entire range of operations and services for the delivery of goods from the manufacturer to the consumer. The concept of a feasibility study is much broader than the concept of "transportation". The need for a transport expedition is due to the fact that the process of cargo delivery from the shipper to the consignee, as a rule, consists of several stages of transportation, including using various 5 types of transport. At the same time, there is a need both for the organization and coordination of the implementation of these stages, as well as for the performance of auxiliary work related to

the transportation process, which can be performed directly by cargo owners (shippers or consignees) and a specialized organization (intermediary). Freight forwarder is a party to the freight forwarding agreement that organizes and provides freight forwarding services (TEU). Consumers of freight forwarding services (customers, clients) are individuals or legal entities for whom the forwarder carries out a feasibility study under a freight forwarding agreement. The shipper is the consumer of the fuel and energy complex, authorized under the contract of the transport expedition to deliver the cargo to the forwarder. The consignee is a consumer of the fuel and energy complex, authorized under the freight forwarding agreement to receive cargo from the forwarder. The carrier is a party to the contract of carriage that undertakes to deliver the cargo entrusted to him to the destination and deliver it to the consignee or transfer it to another transport organization. Cargo delivery is the process of moving cargo from the shipper to the consignee with the fulfillment of certain conditions related to deadlines, modes, safety, etc. Cargo transportation is the movement of cargo by a certain vehicle (TS) from the point of departure to the destination. Freight forwarding services are closely related to transportation processes and the technologies used for cargo delivery. Multimodal transportation is the transportation of goods by two or more modes of transport operating sequentially. Recently, terms based on the common root modal, which implies a form of transportation organization (mode of transport), have become widespread to denote various ways of organizing transportation. It should be noted that Western transport organizations interpret these terms differently. Here are the options for interpreting the terms that are most common in our republic.

Intermodal transportation is the sequential transportation of cargo by several modes of transport in the same cargo unit or vehicle without overloading the cargo itself.

Multimodal (transmodal) transportation is transportation in which the person organizing it is responsible for the entire route, regardless of the number of modes of transport involved in the preparation of a single transportation document.

Multimodal transportation is transportation that is performed along certain routes and is controlled by a single dispatch center, regardless of the type of transport.

Unimodal transportation is the transportation of cargo by one type of transport (by one or more carriers). If one carrier participates, it issues its own transport document – waybill, bill of lading, etc. If

there are several carriers (for example, a carrier from one port to another, with cargo transshipment at an intermediate port), one of them can issue a through bill of lading covering the entire transportation. Fig. 1

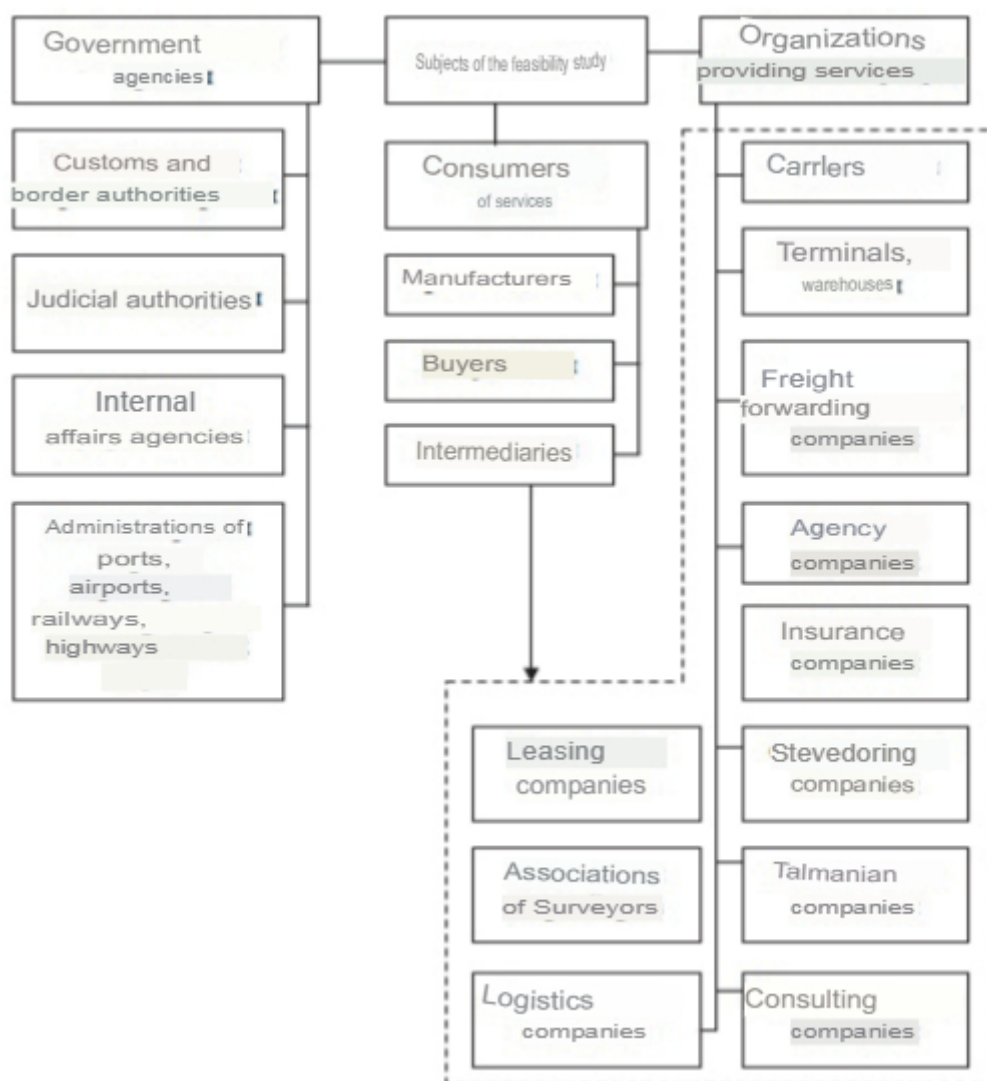


Fig. 1. Classification of freight forwarding service subjects

Classification of subjects of freight forwarding services Consulting companies –organizations providing the following services: –conducting marketing research on the conjuncture of transport markets; –advising the party (or parties) of an upcoming external trade transaction in order to develop transport terms of a purchase and sale agreement, including the choice of a basic delivery condition; – determining the optimal cargo transportation route, methods of its delivery, modes of transport, cargo transshipment points; – choice of carriers; – determination of the cost of cargo

delivery and the transport component in the contract price of the goods; –determination of the delivery time of the cargo. Logistics companies are organizations that provide services for the organization of optimal cargo flows by various modes of transport, the acquisition of groups of goods, ways to optimize transportation between different modes of transport, etc. Logistics companies conduct a study of the needs of the clientele in order to better serve it and present the results of such studies in the form of recommendations or necessary logistics services.

intermediary services, as shown in Figure 2

Transportation service refers to activities related to the movement of cargo in space and time, which is aimed at delivering cargo and performing loading and unloading operations (PRR) throughout the transportation from the shipper to the consignee.

One of the forms of legal relations in a transport expedition is an assignment agreement (Chapter 49 of the Civil Code of the Russian Federation (Civil Code of

the Russian Federation))), the parties to which are a legal or natural representative (attorney), and a natural or legal person – principal (principal) and under which the attorney undertakes to commit on behalf and at the expense of the principal (principal, participating in the operation on his own behalf and at his own expense) certain legal actions in his interests. Figure 3 shows a diagram of the relations of the participants under the contract of assignment. Fig. 3.

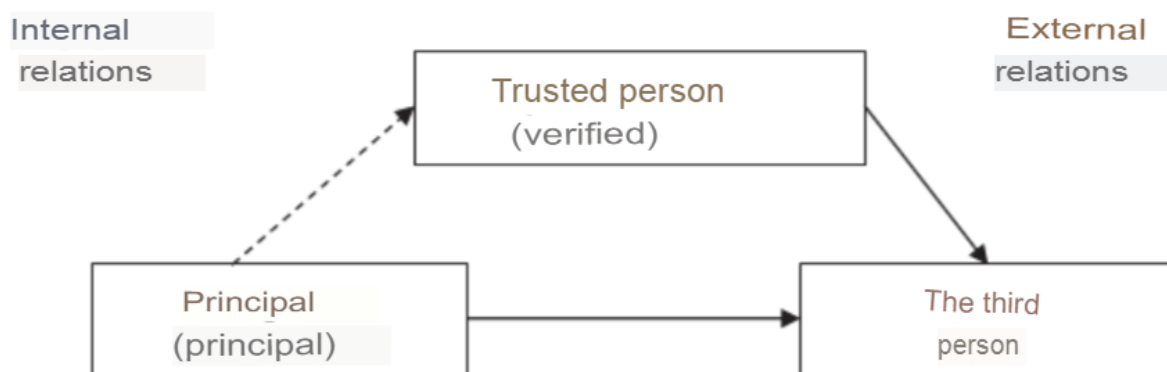


Fig. 3. The scheme of relations between the principal, the attorney and the third party under the contract of assignment: – conclusion of a commercial transaction; – conclusion of the contract of assignment

The scheme of relations between the principal, the attorney and the third party under the contract of assignment: – conclusion of a commercial transaction; – conclusion of the contract of assignment, the attorney in this case acts as a representative and assistant to the principal in his relations with third parties. At the same time, attorney 14 acts only within the limits of the powers conferred on him by the principal. The principal, in turn, can execute a transaction with a third party directly, entrusting the

attorney with control of its execution. Another form of legal relations in a transport expedition is representation (chap. 10 of the Civil Code of the Russian Federation), based on a power of attorney. A power of attorney is a written authorization issued by an individual or legal entity represented (by the principal) to an individual or legal entity representative for representation before third parties.

Figure 4 shows a diagram of the relations of the participants under the representation agreement.

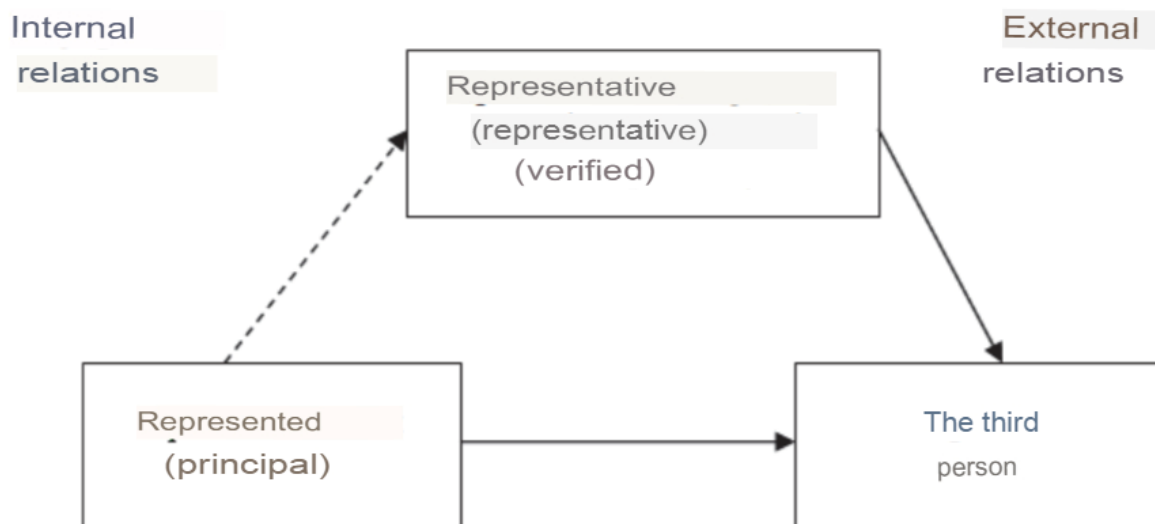


Fig. 4. The scheme of relations between the principal, the representative and a third person under a power of attorney for representation: – conclusion of a commercial transaction; – power of attorney for representation

3 and 4 show that the attorney and representative are constantly in certain legal relations with the principals and third parties. Such relationships can be divided into internal and external ones. Fig. 5.

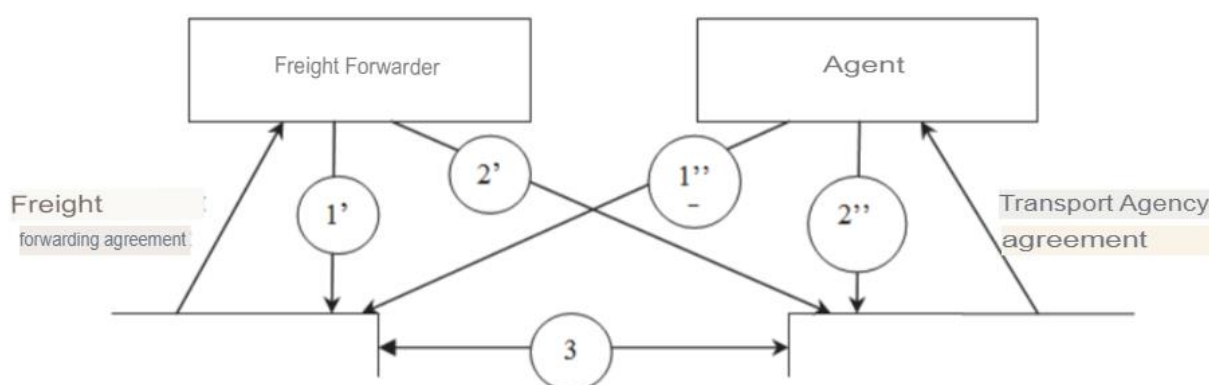


Fig. 5. The position of the forwarder and agent in the transport services market: functions of the forwarder: 1' – work with cargo; 2' – search for the carrier; functions of the agent: 1'' – search for the cargo owner; 2'' – work with the vehicle; 3 – conclusion of a contract of carriage

The scheme of relations between the principal, the representative and a third person under a power of attorney for representation:

– conclusion of a commercial transaction;

– power of attorney for representation

Internal relations are the relations of the attorney and representative with their principals on the basis of an assignment agreement or a power of attorney for representation, respectively.

External relations are the relations of an attorney and representative with numerous third parties, having the character of mediation or representation, respectively.

In turn, technological services include the following types of services: – operations and services for

processing and storage of goods: performing PRR; packing (unpacking) of goods; marking of goods; sealing of goods; organization of work on loading and (or) unloading of goods into containers; packaging of goods; weighing of cargo and (or) Vehicle; recalculation of GM; cargo subgroup; cargo sorting; securing, sheltering and linking of goods (provision of materials and devices necessary for these purposes); cargo storage, including intermediate; provision of warehouses or open areas for cargo storage; – services related to cargo transportation: collection of goods from shippers and their delivery to the terminal (forwarder's warehouse); cargo transportation from terminals (forwarder's warehouses) to consignees;



cargo escort on the way; verification of compliance of the vehicle and documents with the requirements and norms of international rules and agreements; – operations and services for receiving and delivering cargo: receiving cargo from the warehouse or terminal of the shipper (carrier) with checking the weight and number of seats, as well as the condition of the cargo, if this is provided for by the freight forwarding agreement; delivery of cargo to the consignee; – services for registration of documentation for cargo transportation: registration of transport and other accompanying documents for cargo in accordance with international standards and regulations; registration of

documents necessary for carrying out phytosanitary, veterinary and other types of control in order to confirm the environmental safety of the transported cargo; registration of documents necessary for the transportation of exhaust gases; registration of contracts for transportation with a transport organization; customs formalities for international transportation; registration and provision to customs authorities of guarantees of cargo delivery or transit of goods; preparation of documents and receipt licenses and other permits for the import or export of goods. Fig. 6.

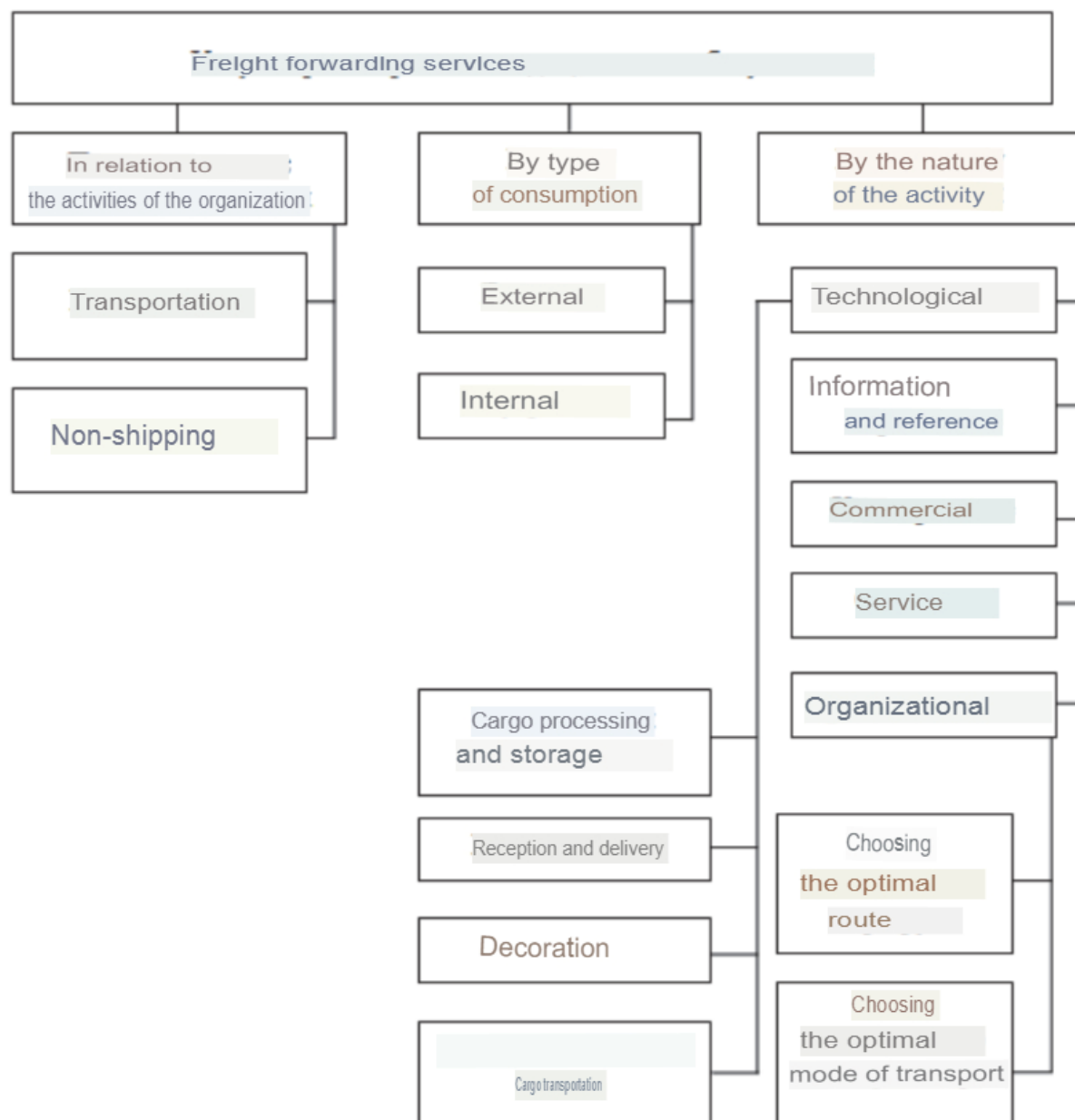


Fig. 6. Classification of freight forwarding services

Classification of freight forwarding services Information and reference services may include the following: – provision of consulting services on various issues of cargo delivery; – provision of information on cargo promotion; may consist in notification of cargo arrival to the contractor of a particular stage of delivery (to the terminal, to the port, etc.), notification of shipment delivery of the cargo to the consignee, a message about the current location of the cargo and

the expected time of arrival, the average speed of delivery of the cargo, etc.; – providing information on the state of the feasibility study market, services, tariffs and operating modes of other forwarders; – providing advice on legal, administrative and other issues related to the feasibility study; – providing information on the availability of cargo from cargo owners; – advertising services.



CONCLUSIONS. Logistics as a management of material, information and human flows requires (as a scientific direction and as a field of practice) optimization, which consists in the methodological development of rational methods of flow management. Flow as an object of management is considered in logistics in the context of its classification types and in relation to the field of logistics activities: in procurement, transportation, sales, storage of materials and goods. In modern scientific research, close attention is paid to financial and information flows not only as accompanying the main material flow, but also as independent. The logistic direction of scientific research is aimed at establishing causal relationships and patterns inherent in logistics operations, logistics systems, logistics functions and logistics costs.

In the studies of foreign and domestic economists, it is noted that logistics has been characterized as a goal-setting field of activity since the mid-70s of the last century. This is due to the increasing speed and time of passage of goods in modern business through various logistics channels. Experts believe that over 90% of the time is spent on the movement of goods from the primary source of raw materials to the final consumer. And only effective management of logistics activities allows you to reduce the cost of production, distribution and ensure more complete satisfaction of consumers with goods and logistics services. Therefore, "the effectiveness of the logistics system is determined, among other things, by the level of logistics costs necessary to achieve the best values of such a group of enterprise performance indicators as product availability and mandatory delivery, flexibility and quality of supplies, and reduced lead time

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