

## **Features of the Transport Industry of Uzbekistan**

**Ishonkulova Feruza Asatovna**  
Senior Lecturer SamIES

**Abstract:** This article examines the features of the transport industry of material production, examines the economic content of all transportation of goods by road and the cost of transport costs.

**Keywords:** transport industry, transport work, transportation process, cargo, transportation, consumer value, transport sub-sectors.

In addition to the mining industry, agriculture and manufacturing, there is a fourth sphere of material production. It is a transport industry, no matter whether it transports people or goods. Therefore, when considering transport as a branch of material production, it is necessary to take into account its characteristic features.

The first feature of the transport sector of material production is that transport does not create new material products. As a result of the production process - transportation of cargo, the location of the latter changes and at the same time a new use value is created.

This feature of the transport industry of material production has led to the fact that discussions are still ongoing on the issue of what is considered transport products. Some authors express the opinion that since there is no natural form of production in transport, there cannot be natural meters for the volume of this product. Others say that transport produces services (that is, it is not a branch of material production, but a service sector). Still others believe that the movement of goods is both a production process and a transport product, that transport products and transport work are identical concepts, that transport products cannot be accumulated, that is, produced in reserve, etc.

A manufactured product in the mining, agricultural and manufacturing industries is not a “good” in the economic sense until it is delivered to the point of consumption by the final consumer. In this case, transport is an industry that preserves the created use value of manufactured goods, i.e., it participates in the final stage of the technology of the production process of all other branches of material production. If we consider the transportation process of goods as an integral part of the overall process of production of goods, then the transport industry, along with transportation, can take on the functions of storage, sorting, packaging, distribution of products and others - that is, the functions of freight forwarding services.

The transfer of these functions to transport should pursue the goal of reducing costs associated with maintaining the use value of manufactured goods.

Transport as an independent branch of material production is divided into types of transport: railway, air, sea, river, road, pipeline, which can be considered as transport sub-sectors. On certain types of transport, the ratios between the mass of living and embodied labor used are different, the structure of fixed and working capital is different, as well as the technical and organizational level of production. Each type of transport has its own advantages in certain conditions of transportation organization, therefore, in order to reduce costs, a certain proportionality must always exist between them.

According to their economic content, all transportation of goods by road can be divided into three groups: transportation in the sphere of personal use, transportation in the sphere of circulation and technological transportation of goods within the enterprise.

*Transportation of goods for personal use is associated with meeting the needs of the population for the transportation of goods, which are called transport and forwarding services for the population.*

Transportation in the sphere of circulation is divided into transportation in the sphere of consumption and in the sphere of production. The volume of transported goods in the sphere of consumption is limited mainly to personal consumption items and is associated with the movement of finished products - goods from the place of production to the enterprises of the distribution network. A characteristic feature for this area is the maximum speed of transportation, which makes it possible to reduce the time spent by goods during transportation, reduce inventories of goods in the distribution network, reduce the standard in days of turnover and the standard of working capital.

The manufacturing sector handles the bulk of cargo transportation. Currently, an increasing number of enterprises are involved in the production of any product, which leads to the expansion of transport links and involves an increasing number of people.

The second feature of the transport sector of material production is that the main economic effect from the operation of transport occurs not within the industry, but outside it (in the organizations for which transportation is carried out).

The efficiency of transport is an iceberg, the surface part of which now shows how efficiently the transport industry itself operates under existing conditions, and the underwater part shows what economic effect the material production sectors in which transport operates receive (have).

One of the tasks of transport is to minimize costs associated with maintaining the use value of created goods. This includes not only a reduction in the cost of transportation, but mainly a reduction in costs associated with untimely transportation and the “freezing” of working capital, both for the storage of raw materials and finished products.

What should be included in the cost? The relative value of the cost, which transport costs, other things being equal, is added to the price of the product, is directly proportional to the volume and weight of the product; transportation requires the adoption of precautionary measures, and therefore causes a greater or lesser expenditure of labor and labor resources, depending on the relative capacity of the product and its susceptibility to spoilage.

The third feature is that transport is not an independent industry. This industry depends on the functioning of other branches of material production, being an open system immersed in the economy of the country and a network of feedback connections associated with it.

This is motivated by the peculiarities of the transport industry and also by the fact that success in all sectors of the economy largely depends on the state of affairs in transport. With a shortage of rolling stock, even in market conditions, the consumer is deprived of the opportunity to choose the cheapest and most efficient modes of transport for himself, which leads to increased costs for producers, failures and arrhythmias in the economic and social body of the country.

Therefore, the transport industry requires conscious maintenance of certain proportions between transport capabilities and social needs for transportation.

One of the main problems in the development of the transport industry is the development of methods for combining the interests of shippers, transport and consignees.

Further research is needed to determine the correspondence between manufactured products and transportation capabilities of transport, both at the micro and macro levels.

In the field of the theory of road freight transport, modern research methods are currently widely used, in particular methods of system analysis.

## References

1. Resolution of the President of the Republic of Uzbekistan dated August 19, 2021 “On additional measures to support carriers in road transport” No. PQ-5225
2. Juraev, Farrukh (2021). Key priorities of Uzbekistan for the integrated development of transport corridors in Central Asia. Available at: <http://isrs.uz/en/maqolalar/klucevyeprioritety-uzbekistana-po-vsestoronnemu-razvitiu-transportnyh-koridorov-v-centralnoj-azii>.
3. “Increasing the efficiency of management of modern transport and logistics systems” Zh. Faizullaev TSU “Journal of Economics and Innovative Technologies” No. 6, issue 2017
4. Velmozhin A. V., Gudkov V. A., Mirotin JI. B. Theory of transport processes and systems. Textbook - M.: Transport, 1998. - 167 p.
5. Afanasyev JI. L., Ostrovsky N.B., Zuckerberg S.M. Unified transport system and automobile transportation. Textbook. - M.: Transport, 1984. - 384 p.
6. Wagner G. Fundamentals of Operations Research. In 3 volumes - M.: Mir, 1972-1973. - T. 1. - 335 e.; T. 2. - 488 e.; T. 3. - 501 p.