

Article

Ways Of Effective Usage Of The Transport-Logistics System In The Regions

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Abstract: The author's definitions of transport and logistics concepts and ways and perspectives of their development, factors, opportunities, organizational and economic mechanisms of increasing efficiency. In this article have been revealed as well as loading and unloading, document preparation, the most convenient and suitable movement or The need to choose the mode, to determine the appropriate type of transport based on the type of cargo are identified.

Key words: transport-logistics, cargo, efficiency, increase-decrease, efficiency, organizational-economic mechanism

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1. INTRODUCTION. Formation of alternative transport corridors on a global scale, creation of sustainable logistics chains, opening of new routes on transit roads, transition to effective "competitive cooperation" in efforts to reach the world ocean, based on the natural-geographical location of countries, internal and the research of problems such as the creation of necessary infrastructures for international foreign cargo transportation, such as the creation of modern clusters, improvement of tariffs and customs systems, increasing the investment attractiveness of the subjects of transport and logistics systems, and determining the prospects of these services is becoming important.

Due to the lack of access to the open sea in Uzbekistan, the way of development of transport and logistics systems based on railway, air and highway systems was chosen for the import and export of domestic and foreign goods. In the adopted "Uzbekistan - 2030" strategy[1], the special item 53 entitled "Deepening the integration of the Republic of Uzbekistan into the global transport and logistics networks and increasing the potential of the national transport system", the priority goal of modernizing and reforming the transport systems of our republic and tasks are defined. Solving these goals and tasks makes it necessary to carry out in-depth scientific research aimed at improving the ways and prospects of the development of transport and logistics services, the factors of increasing their efficiency, opportunities, organizational and economic mechanisms.

2. LITERATURE REVIEW ON THE SUBJECT. Theoretical, methodological and organizational issues of transport-logistics development, problems of increasing efficiency G. Dantzig[2], J. Ramser[3], Y.V. It was studied by foreign scientists such as Lun[4], S.B. Lyovin[5]. In particular, regarding the development of the transport-logistics sector, A. Kisun grouped the factors affecting the development of the transport-logistics systems sector [6], and Y.S. Maslov organized the management of the transport-logistics systems sector by means of digital technologies, M.M. Kovalev, A.A. Koroleva and A.A. Dutinalar[7] studied the practice and prospects of the development of transport-logistics systems. In their research, John Johansen and Jan Stentoft Arlbjurn considered the integrated study of logistics and supply chain management.

Theoretical and methodological issues of the development of transport and logistics in Uzbekistan R.G. Samatov[8], Yusufkhanov[9], D.T. The works of researchers such as Akhmedov[10] provide opinions and recommendations on transport and logistics facilities and their management.

The organizational and economic mechanisms of increasing the efficiency of the transport-logistics system have not been deeply researched in the scientific researches of the above-mentioned scientists. In Uzbekistan, the activities of transport-logistics centers and ways to improve their efficiency have not been sufficiently studied. There is also a need for a systematic and comprehensive study of the effectiveness of the transport-logistics system and its impact on the country's economy.

3. RESEARCH METHODOLOGY.In the course of the research, the features and stages of development of improving the efficiency of the transport and logistics system, determining efficiency at enterprises of transport and logistics systems, and knowing which part of the overall service provided by each participant in the transport and logistics system performs.

The concept of efficiency in the field of transport and logistics systems includes the activities of firms, centers, and dispatchers providing these services.

Transportation and logistics refers to a comparative analysis of increasing the company's profit by reducing the volume of products stored in warehouses, reducing the cost of timely, high-quality, and loss-free delivery of goods, and reducing time costs.

The methods of induction and deduction, as well as abstraction, were widely used.

4. MAIN ANALYSIS AND CONCLUSIONS. It can be seen in some areas that the stages of development and integration happened in harmony with each other. But in general, it can be considered that they happened between these years.

Over the years, the change in the field of application of logistics has also led to the emergence of its various groupings. Transport logistics also has its place as a separate branch of logistics as a type of service. Among them, the reason why we focused on transport logistics is that transport logistics is one of the ways to increase competitiveness in foreign trade. 50% of logistics costs [11] are related to transport costs.

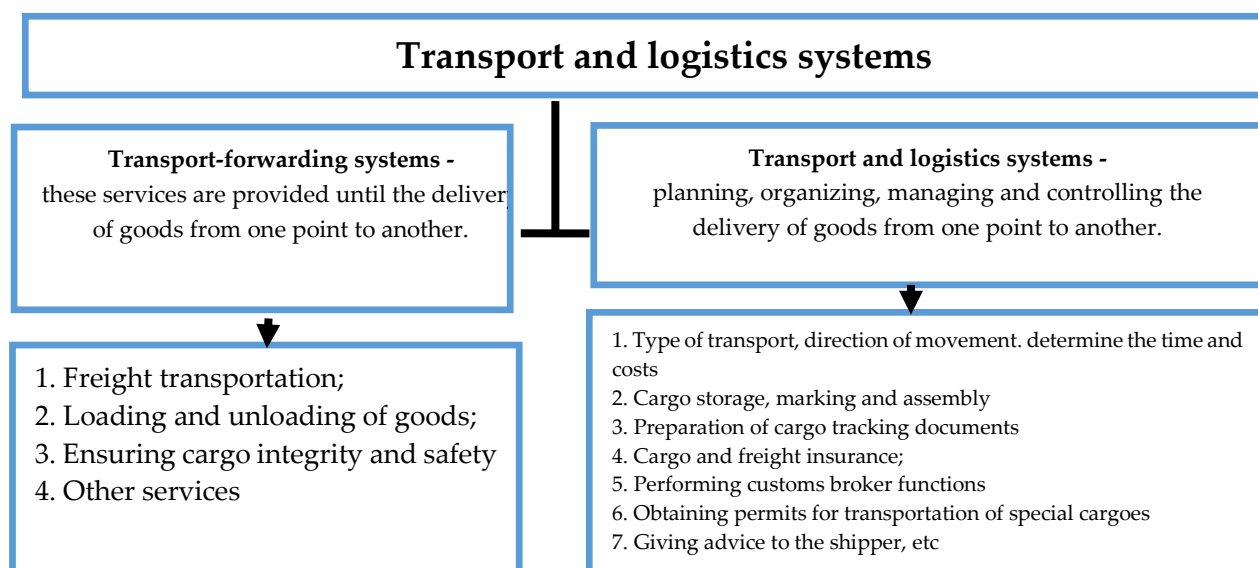
Transport logistics refers to the delivery of goods from one place to another at the lowest cost through the optimal route[12].

Its purpose is to deliver the right cargo to the right place at the right time with minimal costs.

Transport-logistics systems are a set of systems that occur during the transportation of goods, such as loading and unloading, issuing documents, choosing the most convenient and suitable direction of movement, determining the appropriate type of transport based on the type of cargo, giving advice to the final consumer about logistics systems (picture-1)

Our definition differs from other definitions in that it includes services related not only to the transportation of goods, but also to accompanying services with the necessary advice so that the consumer can get a high level of satisfaction from the service.

Most of the definitions focus on transport systems or logistics services. The reason for this is that the organization of transport systems also requires a logistic approach. Taking this into account, we distinguish exactly which services are transport and which are logistics services (see Figure 1).



picture-1. Classification of transport logistics systems

Transport-logistics systems focus on reducing transportation costs and optimizing transportation, while transport-forwarding systems focus on delivering cargo on time without damage or loss. Regardless of whether we distinguish between transport and logistics systems, they are interrelated and interpenetrate. In our opinion, transport systems and logistics systems cannot exist independently of each other. They complement each other and provide the expected result only when they are implemented as integrated services. Even if we want to send a shipment voluntarily, we will first find answers to a number of questions and face organizational issues. Carrying out the movement of large cargo flows without a logistic approach has a bad effect on efficiency. At the end of our activity, summarizing the results we have achieved and the expenses we have spent on it, we are convinced that the efficiency of transport logistics services is of great importance.

Efficiency is one of the economic concepts that does not have a universally accepted definition. According to researchers, the essence of efficiency can be different depending on the object, activity and operation being studied, its specific characteristics, the purpose of measuring efficiency, and measurement methods. Here are a few definitions of efficiency:

Efficiency is the achievement of a certain result with the minimum possible costs or the production of products in the greatest possible amount from the available resources [13].

Efficiency - 1. As an economic-mathematical term, it is studied in the framework of concepts such as the point of efficiency, the limit of efficiency, and is understood as achieving a certain goal, realizing a potential opportunity, performing a task. 2. Usefulness[14]. Efficiency is an indicator that represents the amount of produced goods or provided services corresponding to one unit of cost, one unit of spent capital or the total cost of all production factors from a financial point of view [15].

Efficiency is the ratio between the final result of production and the resources, funds or expenses advanced to it according to its economic content [15]. A common aspect in all the terms mentioned above is the connection between the result and the actions taken to achieve it. If you pay attention to the definition of the concept of efficiency in many economic literature, you can see that it is about economic efficiency. Also, it can be seen that definitions of efficiency in economic and technical terms, definitions of efficiency in production and distribution of resources are always side by side, used to complement each other's definition. Based on the above, we present the following definition of efficiency, which represents the situation in the field of service.

Efficiency in the field of service - the ability of the service provider to complete the service at the minimum cost and satisfy the customer's needs ¹.

In this definition, efficiency in service provision can be expressed as the ratio of the achieved result and the incurred expenses, as in the production process. But the uniqueness of the final results of material production and immaterial production by the consumer is ignored. That is, the fact that the consumer is satisfied with the provided service should also be taken into account when expressing efficiency. For example, if the consumer is not satisfied with the service provided by the transport-logistics company, he can receive the shipment through another company. In this case, the consumer continues to receive goods from the manufacturer, but chooses to use a different delivery service. The service is performed when considered by the transport-logistics firm or center that performed the service. Value for money is good, but this firm is no longer the customer's choice. Determining and measuring efficiency, in turn, is necessary for the people involved in the enterprise. They can be divided into the following groups - Figure 2:

Group I - to those working directly in the enterprise. They include the head of the enterprise, heads of departments, managers and workers.

Group II - those who do not work in the enterprise, but are directly interested in the enterprise's activities. These can include founders, investors (who invested in the enterprise and now want to invest), suppliers.

Group III - beneficiaries of the final result of the work carried out in the enterprise. We include in this group the final consumers of goods produced or services provided by the enterprise, state organizations that require and supervise reports (tax, finance, statistics, customs).

¹ Developed by the author..

In addition, the logistics company engaged in delivery has set tariff rates for its service. The manufacturer's costs will be the supplier's revenue. The consumer receives the goods either directly from the manufacturer or by concluding a contract with an intermediary logistics company. In both cases, it is in the interest of the product price to have minimal or no shipping costs. That is, he strives to satisfy his needs through the consumption of quality products at a low cost and has a certain level of enjoyment. In this case, increasing the efficiency of one party requires that it occurs at the cost of reducing the efficiency of the other party. Each side wants to cut costs. And the opposite party is interested in not reducing these costs. All these three parties have their place in the society and are profitable subjects. The state cannot accept the choice of favoring one party. All three of them are participants in an undeniable, interdependent process. In this trilemma, each side participates at a certain level of efficiency, up to a possible upper limit of costs. If they cannot reach the level of mutual losses and efficiency, they will participate in the same process with other partners. In this case, it will not be the only party that will achieve full efficiency.

Determination of efficiency in enterprises of transport-logistics systems is carried out on the basis of the principle of efficiency. Based on our research, we came to the opinion that the purpose of determining efficiency in transport and logistics enterprises is to know exactly what part of the overall service is performed by each participant participating in the delivery.

We give the following definition of the concept of efficiency in the field of transport-logistics systems from the point of view of the activities of firms, centers, and dispatchers providing these services:

In transport-logistics, efficiency means increasing the company's profit by reducing the amount of stock of products stored in warehouses, reducing the cost and time of delivering cargo in a timely manner without loss.²

It can be seen that the general part of the definition of efficiency, that is, the ratio of the obtained result and the incurred costs, is also expressed in this definition that we offer. If we explain this definition in detail, the profit obtained is meant as the final net profit of the firm. Short-term delivery is based on the "just in time" concept of transport logistics.

We propose to study the effectiveness of transport logistics systems from the point of view of the cost approach. In entities engaged in transportation and storage activities, expenses are usually not treated as separate logistics expenses and transportation expenses. They are considered as common expenses. This is one of the main problems in learning based on the cost approach.

Logistic costs mean the sum of all costs necessary for the implementation of a complex of logistic processes.

Here, logistic processes mean the development, management and coordination of methods of planning transport, storage and other processes in the economic activity of the enterprise. Now, let's talk about the sum of costs mentioned in the definition. Costs in logistics are costs associated with warehousing, storage, delivery, reloading and transportation of goods. In addition, there are financial costs, which include: the cost of maintaining a warehouse, the cost of keeping drivers on staff or outsourcing transport systems, the cost of salaries of logisticians and other specialists involved in the logistics process.

These costs can be grouped as follows depending on the transportation process:

1. Direct costs - include costs incurred for storage, packaging, transportation and related services.
2. Indirect costs - these costs include costs that are not directly related to the logistics service. An example of this is the involvement of special disinfection and sanitary personnel to keep the warehouses clean.
3. Fixed costs - workers' wages, heating and lighting costs.
4. Non-controllable costs are costs that cannot be calculated by the logistician. Costs that arise or change due to the influence of other competing enterprises or other enterprises participating in the logistics chain.

² Developed by the author.

5. Productive costs are costs affecting added value, which arise based on the interest of customers and buyers, and these costs are independently covered by them.

6. Operating support costs include the costs of selling services, keeping track of products, updating software, and repairing equipment.

7. Costs of monitoring services - this includes the costs of organizing activities related to the prevention and elimination of injuries and excess damages in the course of work.

Our expenses are grouped based on the processes within the enterprise. But it is necessary to take into account the common aspects of all participants in the activity of the logistics chain. In the above group of expenses, the organization of activities, provision of constant communication is not reflected separately, and it is not recognized which group it belongs to Table 1.

Table 1.

Grouping of costs in transport-logistics enterprises.

Storage expenses	<ol style="list-style-type: none"> 1. Building (or renting) warehouses, storage, repair, lighting, keeping at the required temperature, etc 2. Purchase of tools needed for sorting, loading, unloading, and transportation of goods in the warehouse and labor costs for workers performing these works. 3. Security and insurance costs
Shipping costs	<ol style="list-style-type: none"> 1. Costs of purchasing and renting vehicles for different distances and different capacities 2. Fuel and labor costs 3. Costs of vehicle repair and maintenance
Planning costs	<ol style="list-style-type: none"> 1. Costs related to determining the direction of transportation. 2. Costs associated with identifying and finding a suitable means of transport for cargo transportation. Costs of determining the time and place of changing vehicles in multimodal transportation. 3. Ensuring the passage of goods at customs posts 4. Insurance costs
Control costs	<ol style="list-style-type: none"> 1. Costs for software for continuous monitoring of cargo movement 2. Satellite connection and usage costs.

The costs listed in table 1 are not common for all enterprises. Each enterprise can be grouped differently depending on the scale of its activity, form of ownership and type of service. There is a possibility that a separate, special group of expenses will be added.

The share of functional areas in the structure of total costs in logistics is as follows: Transport - 46%, Warehousing - 26%, Stocks - 10% and Others - 18%. The share of transport is significantly higher. Because this includes the costs related to the purchase, storage, and repair of the main tools. Storing products in large quantities and for a long time in warehouses also increases costs and causes a decrease in efficiency. The best way to increase efficiency in this area is to automate processes. But it's not that easy. Automation is used in transport and logistics enterprises with many years of experience. But for small companies, it is more difficult, time-consuming and expensive. Even then, it is not possible to fully automate the processes. There will be some need for human participation in transportation and storage systems.

5. CONCLUSION AND SUGGESTIONS.

Briefly describing the types of logistics that exist in world practice and are covered in the literature, special attention was paid to transport logistics, which is the basis of our research. Its existing definitions are studied, its necessity, importance, its goals and tasks are discussed.

We have studied the researches of scientists about efficiency and effectiveness in transport-logistics systems and proposed our own definition. The term efficiency trilemma is defined in terms of our approach. The expenses incurred in the enterprise during the implementation of transport logistics services are grouped and listed.

In addition, the influencing factors in transport logistics systems are divided into 4 groups and defined one by one. The influence of these factors has been mentioned. We have expressed the interdependence of transport-logistics systems, innovation and environmental efficiency through a drawing.

Transport-logistics systems are divided into transport and logistics systems, which services are included in them. Their definition, general and special aspects are described. The difference between transport and forwarding systems is also mentioned.

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