

The Classification of Trucking Services in Uzbekistan

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Abstract: As a result of the analysis of the efficiency of the system of manufactured goods and products, we found that the share of freight transport services averages 50% of the total volume of sales from the primary source to the consumer.

Keywords: trucks, transport services, modes of transport, quality criteria, consumption, financial costs, urban transport system, system of separate modes of transport, transport enterprises, enterprise transport system, transport-technological systems.

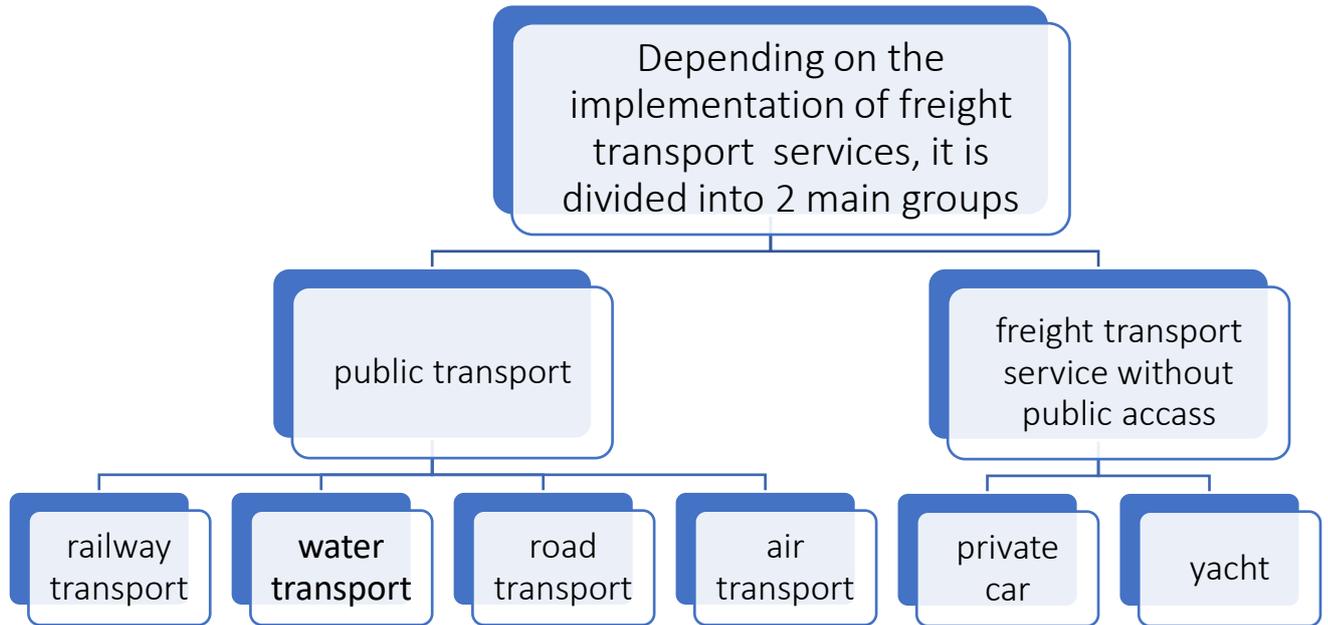
The process of delivery of created goods and products, material resources to the consumer is inconceivable without vehicles and the process of various freight transport services associated with transportation.

Although cargo does not create a product in road transport services like other branches of material production, it is actively involved in the processes of supply, production, distribution and consumption through the transportation of raw materials, material resources, means of production, labor and goods. As a result, the national economy and its sectors cannot function and develop sustainably without the freight transport sector. The truck is also a means of transporting transport, material and labor resources from a less profitable place (area) to a place (area) where their use is more profitable. Similarly, transport helps to territorially distribute ownership of resources. This means that transport frees resources from territorial (geographical) constraints and allows them to be consumed by consumers.

The creation and development of trucks and communications requires a large amount of financial outlay. Therefore, through their effective use, it is possible to recoup a large amount of investment in the transport sector.

Concepts such as country, region, urban transport system, system of separate modes of transport, transport enterprises, enterprise transport system, transport-technological systems are used in the national economy and economic management, as well as in the economic literature. For each stage of such multi-stage transport systems, their specific 20-50-year forecasting tasks, 5-15-year design tasks and 3-5-year planning transportation tasks are set. The goal of any transportation system is to achieve a defined efficiency by organizing and managing the transportation process at a high level.

Figure 1.3.1 Use of truck transport services



Trucks are divided into two main groups according to the scope of use of transport services: general purpose freight transport services and non-general purpose freight transport services. Public freight transport services provide services to all sectors of the national economy and the population. These include rail transport services, water transport services, air and road transport services. Non-public freight transport services include domestic production transport and all freight transport services not related to transport organizations.

The following tasks are performed for freight transport services:

- Creation of systems of freight transport services, including the organization of transport routes, transport corridors and transport chains;
- planning of various cargo transport units of transport processes (in case of mixed supply);
- ensuring the technological unity of freight and warehousing processes;
- selection of the type of trucking services in transportation;
- selection of the type of truck transport services;
- organization of a single technological system of production, transport and warehousing services;
- integrated planning of freight transport services with warehousing and production processes;

planning of truck transport services in terms of the use of different vehicles. Two different approaches are used to select the type of transport in the process of providing trucking services:

1. Selection of freight transport services taking into account the interrelation of other issues of the system, first of all with the issue of ensuring the optimal level of reserves of transport;

2. Selection based on how the packaging and material resources are prepared for transportation. Therefore, the choice of the type of trucking services is solved in connection with such issues as the optimal organization and management of the amount of stocks, packaging and wrapping. In the course of our study, we came to the conclusion that it is advisable to study and take into account the characteristics of the types of transport when choosing a mode of transport to transport a certain amount of a particular product. As a result of the study of economic, technical and operational characteristics of road, rail, water and air transport, the following shortcomings and advantages were observed in the use of trucks.

1. Cargo can be delivered on time with the help of road transport service. This type of transport ensures regularity of delivery. There are fewer packaging requirements than other modes of transport. Disadvantages of road transport services include relatively high cost, low capacity of loading and unloading operations, loss of cargo during transportation, the presence of vehicle breakdowns, relatively low load capacity.
2. Rail freight transport services are well adapted to transport different packages of goods in different weather conditions. Rail transport services provide the ability to transport goods over long distances and on a regular basis. In railway transport, the efficiency of loading and unloading operations is high, and the cost of transportation is relatively low.
3. Disadvantages of water freight transport services include low speed, strict requirements for packaging, wrapping and strengthening of cargo, low frequency of shipment.
4. Air freight service is characterized by high speed, the possibility of delivery to inconvenient areas, high tariffs and variability of meteorological conditions (meteorological conditions that reduce the ability to comply with the delivery schedule).

Table 1.3.1: Rating of transport types on the factors influencing the choice of the type of transport services of trucks.

Type of truck transport services	A factor influencing the choice of the type of trucking service					
	Delivery time	Transport intensity	Reliability of adherence to the delivery schedule	Ability to carry a variety of cargo	Ability to deliver cargo to any destination	Shipping costs
Railway freight service	3	4	3	2	2	3
Water freight service	4	5	4	1	4	1
Car load service	5	1	1	5	5	2
Pipe freight service	5	1	1	5	5	2
Air freight service	1	3	5	4	3	5

There are six factors that influence the choice of type of truck transportation services. These factors include the cost of transportation, delivery time, traffic intensity, adherence to the product delivery schedule, the ability to transport various cargoes, and the ability to deliver the goods to the destination. The rating of modes of transport on these factors is given in Table 1.3.1. In practice, the following three factors are taken into account when choosing the type of transport: the cost of transportation, delivery time and adherence to the schedule of delivery.

The importance of transport and transportation in the process of supply of goods, in the supply of material resources to consumers and in the operation of the system of truck transport services in general is immeasurable.

The importance of trucking services is also characterized by the high share of transport costs in total costs. Without trucking services and transportation, there will be no material flow process at all, and therefore there will be no material flow, which is the object of logistics. Transportation (transportation) is a set of actions performed in the chain of transport services (delivery) of trucks to purposefully organize the movement of raw materials, material resources, semi-finished products of work in progress and the finished product through a specific vehicle. This set of actions includes cargo handling, i.e. preparation for delivery, including sorting, packing and assembling, loading, transportation and unloading, transfer of ownership of the cargo to another person, forwarding, insurance and other tasks.

Transport plays two different roles in the system of truck transport services:

- firstly, it is considered as the main functional areas of truck transport services: the main component or element of supply, production and distribution;
- On the other hand, trucking services are one of the main sectors of the economy, and as a result of entrepreneurial activity it develops itself: by offering its products and services to the market of services, from which it receives income and profit.

The supply (transportation) of supply, production and distribution processes is unimaginable. In the supply of material resources, trucks use transport services and transport communication infrastructure. For each of these three basic logistics functions, the appropriate vehicles and communication elements are used.

Through the study, analysis and comparison of literature and sources on the theory and practice of truck transport services, the author found that transport systems are rapidly improving, including the importance of transport logistics, one of the key components of this system.

At the same time, in today's globalized business, trucking services should be organized not only in the interests of the sender and receiver of material resources, but also on the basis of the concept of optimizing the costs and revenues of all participants in the "supply-production-distribution-consumption" cycle. The basis of this concept is the principles, methods and models of truck transport services.

The transport process, which forms the transport hub of the truck transport services system, is divided into the following types:

1. According to the delivery method:

- directly;
- through processing at transport terminals;

- through processing and storage in distribution centers.
2. According to the types of services offered during transportation:
- from the warehouse of the supplier or distribution center to the warehouse of the consumer or distribution center;
 - directly from the warehouse of the supplier or distribution center to the consumer;
 - from the supplier's production to the consumer's production, without storage.
3. Depending on the use of one or more types of vehicles in the process of transporting trucks:
- use of the same mode of transport;
 - use of mixed, multiple modes of transport

In many cases, truck transport services, as a key link in the transportation system, also perform many other functions that are not relevant to the transportation sector. Therefore, while trucking services are a distinct sector of the transportation economy, it frees consumers from some of the functions of supply and producers from distribution.

In the course of our study, we also focused on the analysis of truck traffic management models. Currently, several types of trucking services are used in the transportation of goods and material resources. Different combinations of different vehicles can be used in the process of delivering a specific material resource from sender to recipient. Different models of transportation are used in the transportation of goods, depending on the simultaneous use of one or more types of vehicles and methods of organizing transportation. A brief description of these models is as follows. In the course of our study, we also focused on the analysis of truck traffic management models.

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The intermodal model represents the transportation of goods using several types of trucking services in a consistent (serial) manner. In the process of such transportation, the cargo is not unloaded from one mode of transport to another, but is transferred (loaded) to another type of transport by a unit of cargo (a certain part of homogeneous cargo) or the cargo of a vehicle.

Examples include trailer, trailer, and road trailer transportation. In trailer transportations, the railway wagon is loaded onto the trailer of special trucks carrying heavy loads. In containerized transport, the truck is placed on the platform of the railway wagon with the load. In road-rail transport, the trailer is placed on the rail trailer with the cargo.

The multimodal model of freight transport is an improved (modified) version of the intermodal model, the difference being that in this model, one type of truck transport services, for example, motor transport, acts as the main carrier. Customers are the main types of transport involved in the carriage of goods, and their services are paid by the main carrier. The main principles of this model

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include the unity of the legal and regulatory framework, the application of a systematic and unified organizational and technological approach to the management of transport in solving financial and economic issues in the organization of transportation, coordination of all logistics intermediaries involved in transportation.

Among the most advanced models today are transmodal models. Using these models, cargo transportation in different vehicles is carried out on the basis of a single transport document. These models increase the competitiveness of transportation services.

The Amodal model is used on different routes, when different truck transport services are used. In this case, the control function is performed from a single dispatch point.

Generalized descriptions of the models described above and methods of organizing transportation based on them are given in Table 1.3.1.

Table 1.3.2: Types of models of trucking services

Model type	Separation symbol	Methods of organizing transportation
Unimodal	One type of transport, one document and freight, one dispatch point	“Door to door” from sender to receiver
Intermodal	Liability for cargo is distributed among all participants in the carriage, different tariffs and shipping documents are used	MRP system, push system of planning
Multimodal	One mode of transport plays the role of the main carrier, the other participants are paid for the service, a single transport document is valid	"Kanban" - custom traction system
Transmodal	Unity of transport documents when transporting goods using different means of transport	The "moving highway" is organized continuously
Amodal	One dispatch point, multiple routes, single responsibility for cargo	A combination of MRP and Kanban systems

When cargo is transported in series by different truck transport services, the system of its transfer (loading) from one mode of transport to another plays an important role. A system of forming cargo units and modules is used to ensure that there are no delays or expectations during the loading of goods from one mode of transport to another, ie to reduce the time of transfer of cargo to another mode of transport. To do this, standard containers are used to transport material resources, and equipment and facilities working with such containers are selected. During transportation, containers with cargo are delivered to the final destination using several types of transport in a row. Large container ports and terminals have been built to effectively organize the movement of containers around the world and minimize the cost of loading from one mode of transport to another. In the late 1960s, 60% of the total time spent on shipping by ships was spent on loading and unloading operations at ports. As a result of the use of standard containers, the transportation time has been sharply reduced. Today, even large ships are loaded and unloaded within a few hours. Today, 70% of

the world's cargo is transported in containers. The advantages of shipping using containers are explained by the following factors:

loading and unloading operations are accelerated and simplified;

- simplification of the organization of loading and transportation of goods;
- The principle of "door to door" of transportation is actually implemented;
- freight delivery is accelerated;
- Reduces losses due to errors, thefts and reductions in the delivery process;
- Insurance costs are reduced.

Alternative shipments to container shipments have now emerged. For example, “piggy-back transport” transport or container transport, in which a truck or trailer is placed on a railway platform and transported. Transportation in this way is done in order to deliver the cargo faster over long distances. In the English Channel tunnel section of the road between the UK and France, freight and passenger cars, along with cargo and passengers, are transferred from one side of the train to the other.

Conclusion

As a result of theoretical and methodological research on improving the efficiency of trucking services, the following conclusions and recommendations were made:

1. In the development of the digital economy and improving the welfare of our people, special attention is paid to the development of production and transport services in the regions of the country. First of all, during our research, we found it expedient to define the term truck transportation services. In our opinion, the field of services is a scientific concept of truck transport services (consisting of a combination that represents the interrelated state of the categories of trucks + transport services). As for trucks, it is an integral part of transport services, which requires the existence of structures that perform the function of transporting the goods of any integrated vehicle. In terms of the system, literally, the truck is the culmination of the economic system, one of the internal structures in which services are involved. Truck transportation services play an important role in the economy.

2. As a result of the study, the basic principles of truck transport services were substantiated. They are:

- self-regulation (proportionality of production);
- flexibility, the ability to make changes to the purchase and delivery schedules);
- minimization of reserves;
- modeling of commodity movement;
- full (maximum) use of new information systems (computerization);
- reliability of resource supply;
- savings (reduction of the level of stocks of products available to the consumer to 30-40%, expansion of the range of information services);

3. Quality criteria for the delivery of goods and passengers on the basis of the analysis of the literature and publications on the results of various research - - Price of transport services, reliability

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of delivery of goods and passengers, delivery technology and management of cargo to different transport conditions and customer requirements , the completeness and comprehensiveness of the service, the need to be informed.

4. As a result of research, operating costs in the economy are estimated by indicators of time and money (money) expenditure. The analysis of transaction costs in the practice of transport service enterprises in developed countries on these two indicators led to the following conclusions: The first is a single stage of production, ie the supply of raw materials from raw materials and other sources to the industrial enterprise, the production of finished products on the basis of their processing and assembly in the workshops, as well as 93% of the time spent on the sale of products to end users. while resources go through many links at different levels of supply, the bulk of this time is spent on storage, only 2 per cent on direct production, and 5 per cent on transportation. Second - the share of services related to the supply of goods and materials in the gross national product of developed countries is 20%. In the structure of cargo delivery services, the cost of inventory management is 44%, forwarding and warehousing costs are 16%, trunk transportation costs are 23%, technological transportation costs are 9% and distribution (finished product sales) costs are 8%. The supply of goods and materials to consumers within the international market is more complex and expensive than in domestic markets. The cost of these operations on export-import goods is 25-35% of their value, while the cost of such operations in the domestic market is 8-10% of the value of goods. A study conducted by American expert A.T. Kerney showed that the level of truck transportation services system in the developed countries of Western Europe is not the same for companies. The study covered 500 large companies, which belonged to 30 different sectors of the economy. Of these companies, 26% belonged to Germany, 20% to the Netherlands, 17% to the United Kingdom, 16% to France, 11% to Belgium and 10% to Italy. Studies have shown that 57% of companies are at Level 1, 20% at Level 2, and 23% at Levels 3 and 4. These studies have shown that the level of development of truck transportation services is not the same even among large developed enterprises, and that most transportation enterprise systems are at a low level.

5. The scientific literature states that the trucking service is a type of transport activity aimed at meeting the needs of enterprises and people. Truck transport services are any set of services that cover not only the transportation of goods or passengers, but also the process of transportation, but also its preparation and implementation. The approach proposed by the author in defining the concept of truck transport services has allowed to take a special look at the work of those engaged in the provision of transport services, its role in the socio-economic development of the country, recognizing its growing position in the national economy.

6. The scientific literature offers a classification of models of truck management services based on various criteria. However, the existing classifications do not provide a separate classification that reflects the specific aspects of the formation of models of truck traffic management services. As a result of the research, the author's classification of truck management services management models was developed. The novelty of this classification is that, firstly, it includes a classification of models of management of transport services of trucks, and secondly, this classification reflects the specifics of the composition of the methods of organization of transport.

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