



Features of the Transport Sphere of Uzbekistan

¹ **Ishonkulova Feruza Asatovna**

¹ Senior Lecturer SamIES

Annotation: This article examines the features of the transport sector of Uzbekistan, transport sectors and industries of material production.

Key words: road transport, transport industry, transport sector, freight transport, transport corridor, consumer value, production costs, loading, unloading, organization, planning.

Freight transport is one of the most important sectors of the national economy. The value of transport is determined by the objective need to move goods from the place of production to the place of consumption. In the economic sense, the produced "good" is not fully finished until it is delivered to the final consumer. Therefore, the role of transport is to carry out the necessary production process to preserve the use value of the created goods.

In the production activities of road transport, situations are constantly encountered when there is a need to load or unload a large number of vehicles arriving at random times. At the same time, the capacity of loading and unloading points is usually limited. This results in queuing of vehicles when all loading and unloading posts are occupied, or idle loading and unloading facilities if insufficient vehicles are allocated.

The optimization of such processes is carried out by the theory of mass service, which is a branch of probability theory. Problems are solved using the theory of queuing organization and planning of processes in which, on the one hand, the requirement to perform any work constantly arises at random times, and on the other hand, these requirements are constantly met, the execution time of which is also a random variable. The theory is faced with the task of fully describing the essence of the occurring phenomena and establishing, with sufficient accuracy for practice, a quantitative relationship between the number of service posts, the characteristics of the incoming flow of requirements (applications) and the quality of service. At the same time, the quality of service is understood as how timely the service of the requirements received by the system was carried out.

The queuing system is characterized by the structure, which is determined by the composition of its constituent elements and the functional relationships between them.

The lack of accurate methods for forecasting the volume of freight road transport leads to significant national economic losses associated, on the one hand, with the untimely transportation of marketable products to the place of consumption, and on the other hand, with the underutilization of the carrying capacity of the rolling stock.

The first feature of the transport branch of material production should be attributed to the fact that transport does not create new material products. As a result of the production process - the transportation of goods, the place of stay 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 there are still discussions on the question of what is considered transport products. Some authors express the opinion that since there is no natural form of production in transport, there can be no natural meters

of the volume of this production. 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 transport products, that transport products and transport work are identical concepts, that transport products cannot be accumulated, that is, produced in stock, etc.

A manufactured product in the extractive, agricultural and manufacturing industries is not a "good" in the economic sense until it is delivered to the point of consumption for the final consumer. In this case, transport is an industry that preserves the created use value of the goods produced, that is, it participates in the final stage of the technology of the production process of all other branches of material production.

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

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

One of the tasks of transport is to minimize the costs associated with maintaining the use value of the created goods. Here, 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.

The ongoing reforms have led to the fact that at present no one is interested in reducing the costs associated with maintaining the created use value, since all transportation costs are included in the cost of production.

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 the products produced and the carrying capacity of transport, both at the micro and macro levels.

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

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