



## FACTORS OF LOCALIZATION OF CARGO FLOW IN THE TRANSPORT LOGISTICS SYSTEM

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*Solimuhammadov Jamshidbek Sohibjon o'gli*

*Andijan machine-building institute – bachelor student, Uzbekistan*

*Tel: +998911137125*

*E-mail: [solmuxammadovjamshidbek@gmail.com](mailto:solmuxammadovjamshidbek@gmail.com)*

*Mamajonova Muxlisaxon O'ktamjon qizi*

*Andijan machine-building institute – bachelor student, Uzbekistan*

*Tel: +998941058305*

*E-mail: [muhlisamamajonova522@gmail.com](mailto:muhlisamamajonova522@gmail.com)*

*Hoshimov O'tkirbek Hakimjon o'g'li*

*Andijan machine-building institute – bachelor student, Uzbekistan*

*Tel: +998889571904*

*E-mail: [hoshimovotkirbek133@gmail.com](mailto:hoshimovotkirbek133@gmail.com)*

### **Annotatsiya.**

Factors of cargo flow localization in the transport logistics system, the issue of how renting warehouses is more beneficial to the terminal owner than using it in the transport business, the situation that has arisen, is based on the logistics principles of cargo flow management, terminal technologies and goods movement are highlighted.

**Keywords:** Excise goods, transport forwarding, logistics companies, distribution infrastructure, commercial structures, logistics partners, intermodal transportation.

There are serious problems in the storage of perishable goods and the creation of specialized oil filling terminals. Although there is no demand, there are no warehouses to store precious metals and stones. A serious drawback of the transport forwarding and customs-warehousing services market is that it is being formed spontaneously, on top of that, an intensive process of disintegration is taking place, almost every enterprise, every automobile factory in limited areas, not only provides comprehensive customer service, but also provides the minimum necessary they express their desire to create their own customs-warehouses, which are difficult to provide service. In this regard, large logistics companies and transport distribution centers of warehouse business in all civilized countries of the world the process of



integration is underway. This provides an opportunity to rationalize the process of cargo movement, save overall system costs, and achieve maximum economic efficiency in the areas of production, distribution, and consumption of goods. Conjunctive marketing study of the demand of the consumer market for the provision of complex transport-forwarding and warehousing services, taking into account the dynamics of intensive growth of cargo flow, existing small and low-capacity terminal infrastructure facilities along with, large modern multi-functional, unified information allows to predict (forecast) the establishment of terminal complexes integrated into the forwarding, production-technical, financial staff (personnel) and legal regulatory support system. It was not so long ago that the problems of the development of cargo processing terminals, in particular, automobile and multimodal complexes, were brought to the state level in Uzbekistan. During the period of development of the country before the market economy, the principle (principle) of sending cargo flows in cars (wagons) in batches prevailed in the planning of transport activities, in which the goods were delivered directly to the consumer as much as possible. sent without crushing and reloading from one mode of transport to another. It was considered that sending goods in small batches is not typical for transport, and the terminal technologies of goods delivery are not economically feasible. In addition, the volume of cargo flow in the export-import routes was also quite small. Of course, in such conditions, the goods are returned operating terminals were mainly owned by public transport companies and their number was not too large. By the end of 1992, there were several terminal-type facilities at the disposal of public road transport in our country. In addition, Uzvneshtrans (a freight forwarder of international routes and Sovtransavto, an international freight forwarder of the largest vehicles, also has priority in this direction) has a small number of well-equipped terminals for road transport.

During this period, the Ministry of Railways managed more than 400 relatively large cargo terminals of all types: closed warehouses for processing and storage of small batches of cargo, container areas, areas for processing scattered and heavy cargo. Market reforms in our country forced transporters to drastically change their relationship with terminals. In the flow of LOADS the most important symptom was the increase in the weight of small shippers transported by road transport. If in 1981 this indicator was 1.5% of the total volume of cargo transportation for general purpose road transport, in 1988 it was 10.1%, and by 1992 it was more than 15%. (According to NIIAT research). At the same time, the volume of cargo transportation in containers has grown rapidly, its volume has more than tripled in the last ten years.



In such conditions, the demand for cargo handling terminals has grown dramatically. According to the data, the existing base for transporting small consignments and containers on intercity routes currently satisfies this demand to the extent of no more than 30%. Leasing of terminal warehouse spaces to trading and brokerage companies for short- and medium-term storage of their goods is a unique trend. In the current conjuncture, renting warehouses is more profitable for the terminal owner than using it in the transport business. In the first stage, it is envisaged to conduct comprehensive research before investment and design, to create an innovative system (funds, corporations and other commercial structures) and to create the necessary legal framework to encourage the implementation of the program. In the second stage, pilot projects of the terminal system will be implemented at the expense of primary investme

Within the framework of the program, construction of new terminals and reconstruction of existing terminals and other transport and forwarding facilities will be carried out at the expense of financing with the participation of foreign investors of newly created investment structures. At the same time, the formation of specialized communication and information structures is envisaged. In the third stage, it is planned to build expanded terminals mainly at the expense of commercial structures and gradually integrate the facilities into a single transport-logistics terminal system. As a result of the implementation of these programs, the construction and reconstruction of more than 20 terminal objects serving various purposes, including 3 new large car terminals, multimodal terminals that ensure the cooperation of motor vehicles with other types of transport, are planned.

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