Problems in Increasing the Efficiency of Auto Transport Service Enterprises in Our Country and Their Solutions

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Abstract: This article talks about the problems and their solutions in increasing the efficiency of enterprises providing motor transport services in our country.

Keywords: transport, car, efficiency, effectiveness, indicators, legal person, load, weight, road, distance.

Enter. Currently, car service enterprises (subjects with the status of legal entities) fill out the following statistical reports and submit them to district (city) statistics departments.

3 - tr (car) form "Report on the work of motor transport", monthly, in which the work performed by cars (trucks, buses, and passenger cars), i.e. their transported cargo (in tons) and cargo turnover (tons - in kilometers); transported passengers (thousands of people) and passenger turnover (thousands of passengers - kilometers) are displayed.

Analysis and results . The main performance indicators of transport services are as follows:

➢ transported cargo - the weight of all types of transported cargo in freight vehicles is indicated in tons;

➢ cargo turnover - represents transported cargo taking into account the distance (kilometers). This indicator is determined by multiplying the load for each trip by the distance of this trip (the distance traveled by the load) and is expressed in tons - kilometers (t/km);

➢ transported passenger - is represented by the number of passengers transported in passenger vehicles;

➢ passenger turnover - represents the number of passengers transported, taking into account the distance of transportation. This indicator is determined by multiplying the number of transported passengers by the transportation distance for each trip;

➢ availability of a car at the enterprise (car - days) - each type of car is found by summing up all calendar days (including holidays and weekends) in the car enterprise during the reporting year, and is expressed as car - days;

➢ vehicles in operation (vehicle - days) - is found by summing up the number of vehicles (by type of vehicles) put into operation (on the line) during the reporting period, regardless of how many shifts were worked in one night and day. On the basis of these indicators, the coefficient of the enterprise's use of the car fleet is determined. The coefficient of use of the car park is calculated by

dividing the time of the cars at work (car - days) by the car - days at the disposal of the company. This indicator is 1>0, and the closer it is to 1.0, it means that the enterprise used the car park better.

$$\text{Use of the car park coefficient} = \frac{\text{Vehicle operating time (vehicle-days)}}{\text{Time of vehicles in the enterprise (vehicle - days)}}$$

In the same way, the statistical reports submitted by the automobile companies are filled in by the subjects of the airports and railway stations on the railways and submitted to the relevant statistical authorities. These reports are also submitted to their higher organizations ("Uzbekistan havo yollari" MK., "Uzbekistan temir yollari DAK") . As a result, the works performed (services rendered) of the transport network are collected, processed and summarized at the regional and national levels, as well as by sectors.

After Uzbekistan gained independence, great importance was attached to the development of transport, which is one of the important sectors of the economy. All types of transport : railway, road transport, air transport have developed. New railway lines were built, old ones were modernized and electrified. In the field of automobile transport, the construction and commissioning of passenger car factories in Asaka, bus and car factories in Samarkand has added Uzbekistan to the ranks of automobile manufacturing countries. In air transport, the airfields were renovated in a modern way, the aircraft fleet was updated. These changes led to the development of indicators of transport services.

Table 1 Dynamics of cargo transportation by types of transport

	Years				Total ratio, %	2016 compared to 2003, %
	2003	2004	2010	2016 _		
Shipping volume, mln. tons	703.2	714.9	1173.2	1603.5	100.0	355.5
Including						
Railway transport	45.1	45.4	56.9	67.6	4, 2	149.9
Car transport	592.8	601.8	1062.6	1473.7	91.9	248.6
Through pipelines	65.3	67.7	53.7	62.2	3.9	95.3
In air transport a thousand tons	5.9	5.6	29.4	26.5	0.0	449.2

3, road transport occupies the main place in the cargo transportation service. The widening and modernizing of international roads of national importance, the resurfacing of local roads, the construction of new roads have improved the transportation of goods by road transport. The share of road transport in cargo transportation in 2016 was 91.9%. The volume of cargo transportation in the country's transport is growing year by year. If in 2003, 703.2 million tons of cargo were transported in the Republic, in 2016 this figure was 1603.5 million tons. tons, i.e. increased by 355.5%. The data of the table shows that cargo transportation service is developed in the Republic by all types of transport. But road and air cargo transportation services developed at a high rate (by 248.6% and 449.2%, respectively). Of course, the opening of new air routes and the construction of highways also influenced such rates.

Along with the transportation of goods in the transport service, it is also important how far these goods are transported (the purpose of using vehicles is to transport the goods to the desired distance and deliver them to the destination). That's why we consider the freight turnover indicator (t/km) by connecting the load with the transported distance.

Table 2 Dynamics of freight turnover by types of transport

	Years				Total ratio, %	2016 compared to 2003, %
	2003	**2004**	**2010**	**2016**		
Freight turnover, billion t/km	6 3.3	64.5	75.8	88.0	100.0 _	139.0
Including : Railway transport	19.1	18.0	22.2	22, 9	2 6, 0	119.9
Car transport	9.6	11.0	24.5	36.0	40.9	375.0
Pipeline transport	34.6	35.4	28.9	28.9	32.9	83.5
Air transport , million t/km.	95.3	1 1 7.3	168.0	132.2	0.02	138.7

Conclusion . The turnover of transport services is constantly increasing in absolute terms. In 2003, the volume of cargo turnover by all types of transport was 63.3 billion. t/km, this figure will be 88.0 billion by 2016. t/km, i.e. increased by 139.0%. The data of the table show that the car transport service is growing at a high rate by types of transport. These transport services increased by 375.0% during this period, that is, in 2003, they amounted to 9.6 billion. t/km freight turnover, by 2016 it will reach 36.0 billion. reached t/km. This, of course, indicates the increase of modern vehicles in our country along with the adjustment of international, republican and local roads in the territory of our country. If we look at the composition of the transport types, we can see that pipeline transport makes a large contribution (32.9% in 2016). Despite the fact that pipeline transport makes up 3.9% of transported goods, it makes up 32.9% of goods turnover, which is related to long-distance delivery of goods by pipelines. Currently, natural gas and oil products transportation services are provided by pipeline transport. Natural gas from the gas-rich Bukhara region and southern regions is supplied to all regions of Uzbekistan, as well as to the southern regions of Kazakhstan, Kyrgyzstan, Tajikistan, China and Afghanistan.

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