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HISTORY OF CARS IN THE LOGISTICS SYSTEM

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Abstract
The article describes the logistics system in cars and their history, the current legal and practical processes of transport logistics in the Republic of Uzbekistan.

Keywords: transport, logistic, way, cars, Auto Transport Enterprise

Introduction

The concept of Logistics has a very ancient history and is the first Martha came into being as a military science. In Byzantium in the IX century, this concept was considered to be a factor determining the success of the battle by providing the army with all the necessary things in time. In the Byzantine Empire, the "logistical" career was introduced, so they were engaged in the distribution of food. Logistics is derived from the Greek word logistics - the art of calculation, reasoning. The history of the emergence and development of logistics goes back to the distant past. The first positions of logistics appeared in ancient Athens. During the Roman Empire, there were logistics or logistics servants who were engaged in the formation of taqsimlash products, stocks, exchange between regions. In the 1st millennium BC, logistics functions in Vyzantium were the armament of the army, the provision of military equipment.

The term logistics is Greek «^оущтисг|» derived from the word during the Byzantine Emperor Lv VI's period held"the art of accounts" that means (865-912yy). According to the Spanish lawyer and economist Polo de Ondegardo, in 1572, the ink Empire chinovniki conducted an account of the amount of food needed for the ink Palace. Bunda carried out calculations of where they were transported, the time of delivery and the distances of Transportation. In the XIX century, the French scientist A.G. Jomini interprets logistics as a science in the management, transportation planning and organization of the army and the rear of the front. In the "military encyclopedic lexicon", published in St. Petersburg in 1850, the concept was given that logistics is the art of managing the transfer of the army far and near the enemy, organizing the supply of the army from behind.

Logistics in the American army during the Second World War concomitant is widely used. That the US fought in Europe despite the fact that the supply of the army was very well adjusted.

In the great English-Russian dictionary, even now the concept of logistics is military 1) front Back Support, 2) material technical support, 3) front back is used in the sense of carrying out and organizing the operation, as it is presented in the sense. Our great-grandfathers Emir Temur, Babur Mirza and others also attach great importance to the provision of the army with

timely weapons, food products, clothing and all other necessary things when traveling. The analysis shows that despite the absence of modern information and computer technologies in the era of our great grandfather Amir Temur, as long as the basics of integrated logistics were used in the organization and supply of the army.

At the moment, the term logistics has been given dozens of concepts, let's look at some of them. In the textbook "foreign trade transport operations and logistics", published under the editorship of Nikolayev (M.ANXIL, 1999) defined logistics as the science of "Organization of rations through the concomitant production, transportation and distribution system, including the organization of supply issues, industrial production, distribution of tavarlam, sale of finished goods".

In the international expeditor (1998, No. 9) sentence: a) logistics is a science that involves the flow of materials and information and the problems of managing communication between them Komplex direction, b) the concept that systems are the science of flow control.

O.N.Larin Logistics is a science that studies the movement of objects in the form of material flows, resources, goods and suppliers, as well as their optimization according to several criteria (time, speed, price and distance).

According to the authors, the definition given to the term "logistics" in the book "Logistics" published by Prof. Butayev and his students, without denying other definitions, can be called the most complete definition: Logistics is the final stage of consumerism. the science of managing material and service and corresponding financial and information flows with the least costs in order to meet the requirements for the quality of products and services provided.

There are several reasons why the science of "automotive logistics" was born and is now widely used. The first reason is the intensification of competition as a result of the transition to a market economy. If we take car transport, Today, road transport has been de-monopolized and privatized. Today, automobile enterprises belonging to joint-stock companies compete with each other, with limited liability companies (the number of which has exceeded 3,500), limited liability companies with each other, and even separately purchased cars with each other. Until the beginning of the 60s, even in countries with a developed market economy, producers and consumers did not attach serious importance to the optimal management of material flows. Due to the fact that production and wholesale trade have been operating separately from each other, the released goods were eventually delivered to the consumer in one way or another. During this period, there was no real connection between the various logistics functions. The main reason for such neglect was that the competition was mainly due to the expansion and improvement of production.

Research methdology. Logistics is the science of planning, controlling and managing the transportation, storage and other material and intangible operations that are carried out in the process of bringing raw materials and materials to the production enterprise, processing raw materials and materials at the factory, delivering the finished product to the consumer. conduct the storage and processing of relevant information and relevant financial flows, as well as in accordance with the interests and needs of the latter. Logistics is the science of managing the movement of goods.

It is often regarded as an element of the automotive logistics system, is 100% reliable in carrying out its functions, works under conditions of accuracy. However, this is not the case. One of the challenges in implementing the logistics approach is that the Auto Transport Enterprise (ATP) is a "living" system that works in conditions of uncertainty and risk. Ensuring the reliability of this system requires considerable material and labor costs and determines the value of a number of material and technical indicators (costs corresponding to the unit of the shipped product; costs per ton-kilo of the transported cargo; loading of the fleet of vehicles, etc.).

When modeling the functions of Transport Logistics, it should be taken into account that the indicators of the development of any production and economic system largely depend on its two interrelated characteristics: its condition and operation. ATP status list is defined as the number of cars and their most important property - reliability. The operation of the system is the current implementation of the capabilities provided for the implementation of the functions of the system created by the state under certain environmental conditions. The presence of these two interrelated characteristics of ATP has predetermined the division of mathematical methods into methods used to solve certain problems of performance and methods that allow optimization of the state of ATP.

Functional functions include the selection of the best options for organizing the transportation process, the types and types of movement content, the joint planning of transport, production and storage processes, etc.

Only the accumulation of efforts aimed at improving the efficiency of methods and models of solving the problems that work is the beginning of a vicious cycle. Theoretically, the effective management decision adopted to implement the vehicle without taking into account the possible situation of the parking lot may not have a real practical effect, and the main print of the logistics - create the necessary conditions for violation of reliability.

By the beginning of the 60s, the opportunities for development of production were almost running out. This, in turn, led to the creation of ways to develop new modern ways to win the competition. Improving performance in the distribution system by reducing costs and increasing supply reliability has shown that competitiveness can be increased without the need for new product development. Money invested in the distribution sector began to affect the supplier's position in the market more than money spent on production. It was found that the cost of the product in the logistically organized material flow chain is much lower than the traditional method. The third reason for the development of logistics is the introduction of these scientific technical processes into the economy. Products in France in the first half of the 80-th anniversary automatic production process with their flow in consumption visually, management systems began to be produced. The creation and wide application of computational techniques led to the development of a large-scale information system that transmits information, including individual enterprises and large territories. It was possible to monitor all intermediate producers, warehouses and transportation processes from the primary source to the commodity until it reached the final consumer.

Analysis shows that the development of logistics science stages can be divided into three periods. The first stage is 60-ies. In these years in the field of material flow management and handling began to use logistical co-operation:

1. In production, storage and storage separately calculated material flows as a whole management system it can be interconnected.

2. The fact that the integration (interconnection) of the functions of material flows separately taqsimlash can have a significant economic effect has been excellent. Issues of optimization of physical distribution have been solved even before. For example, the optimal placement of wedges and transport enterprises, the development of optimal routes, etc. However, earlier these issues were eaten without each other.

Decision No. PQ-3589 of the President of the Republic of Uzbekistan dated March 6, 2018. It should be noted that in recent years, large-scale work has been carried out to improve the economy of the republic and the provision of motor transport services to the population. The network of passenger transportation routes has increased by 1.4 times compared to 2006, 117 passenger bus stations and bus stations are operating in the republic, and measures are being taken to ensure the safety of transportation.

At the same time, the available opportunities and reserves for the rapid development of the field of motor transport services are not being fully used. Modernization of motor transport enterprises is not at the level of modern requirements, advanced information and communication technologies and intelligent transport systems are not sufficiently introduced in the sector. The aging of the rolling stock of heavy goods vehicles remains high. The opportunities and reserves of the country's potential for increasing the export and transit of motor transport services are not being fully utilized.

There is no centralized dispatching management and control system over transportation processes, adherence to timetables, efficiency of electronic fare payment by passengers, collection and payment of revenue. The work carried out by the Agency of Road and River Transport of Uzbekistan is almost repeated by the specially authorized bodies for the management of passenger transport in the regions.

Radical strengthening of control measures for car transportation and ensuring road safety requires taking preventive measures to prevent emergency situations in passenger car transport. In order to further improve the road transport management system, to ensure the safety of road transport and to form and develop the market of road transport services:

1. The authority of the Road and River Transport Agency of Uzbekistan for state management in the field of river transport shall be transferred to the Ministry of Emergency Situations of the Republic of Uzbekistan.

2. The Agency of Road and River Transport of Uzbekistan shall be renamed as the Agency of Road Transport of Uzbekistan (hereinafter referred to as "Uzavtotrans" Agency).

3. The following should be defined as the main tasks and directions of activity of "Uzavtotrans" agency:

promising information and communication technologies that ensure the safety of motor transport facilities and passengers

and implementing new management systems with extensive use of innovative approaches, conducting a unified technical policy in the field of road transport;
development of a unified database of normative documents in the field of technical regulation, taking into account international norms, scientific-investigation, project-construction, technological works regarding the improvement of the normative-legal and methodical base in road transport, the problems of ensuring the safety of road transport output and formation;

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