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## **INTEGRATION OF LOGISTICS FUNCTIONAL AREAS AND THE PLACE OF WAREHOUSING IN THEM**

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### **ABSTRACT**

Warehousing logistics is a branch of logistics that deals with the development of effective methods for organizing warehousing, managing the procurement system, receiving, placing, accounting for inventory and inventory management in order to minimize costs associated with warehousing and processing of goods.

As a complex technical structure, a warehouse consists of numerous interconnected elements, has a specific structure and performs the functions of transforming material flows, accumulating, processing and distributing goods among consumers. The possible variety of parameters, technological and space-planning solutions, designs of technological and handling equipment and characteristics of a diverse range of goods processed in warehouses classify warehouses as complex systems. At the same time, the warehouse itself is just an element of a higher-level system - the logistics chain, which forms the basic and technical requirements for the warehouse logistics subsystem, sets goals and criteria for its optimal functioning, and dictates the conditions for cargo processing.

### **KEYWORDS**

Logistics of warehousing, warehousing, procurement system management, inventory accounting, inventory management, cargo processing, cargo distribution, handling equipment.

### **INTRODUCTION**

To study the theoretical part of the article, the scientific works of Russian and domestic scientists of economists who considered various problems related to logistics were analyzed. In the field of warehouse management, the works of scientists such as Mochalin S. M., Kireeva N.S., Sarkisov S.V., Kuzmina T.S., Perfilieva A.I., Maksimov I.M. were considered. Problems related to the management of material flows were considered in the works of Shamis V.A., Carrieva Ya.K., Khuzhaev F.E. The problems related to the management of material flows were considered in the works of M. V. Barinov. In the field of logistics, the works of such scientists as Mirotin L. B., Savin V.I., Stepanov V. I., Alekseenko V.B., Alesinskaya T.V., Kucharova A.S. and Yuldasheva A.A. were considered.

### Methods and research

The methodological basis of the research is based on the fundamental concepts and provisions described in the scientific works of foreign and Uzbek scientists in the field of improving the system of providing transport services. The author also relies on the results of research by research teams in the areas of improving the system of providing transport services, studying the problems of efficient use of all types of transport in conditions of limited and unrestricted access to them, the formation, use and development of new routes for the transportation of goods and consumption in the

economy, reporting data from government agencies and statistical information, legislative and regulatory legal acts, long-term development programs and reporting of Uzbek companies. In the course of the research, various methods and tools of functionally oriented search, economic and statistical analysis, forecasting and modeling were used.

### Analyses and results

The logistics chain is a linearly ordered set of individuals and (or) legal entities engaged in logistics operations related to bringing the material flow to the end consumer.

The main participants in the logistics chain are those who directly promote the material flow, and as auxiliary (providing) those who contribute to this movement through the information or financial flow.

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Consequently, the structure of the logistics chain includes a linearly ordered set of participants (links) having both direct connections (in the form of movement of the material flow) and both direct and reverse (in the form of movement of the information flow)(Fig.1).

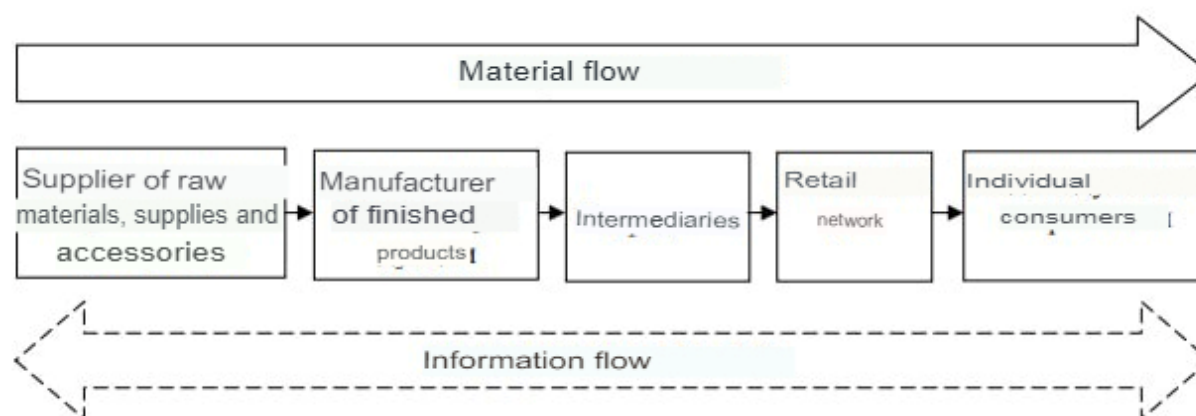


Figure 1 – The structure of the logistics chain

The goal of forming a logistics chain that unites all its participants should be consistent with the goal of a logistics system that works to meet the needs of the client by optimizing internal and external material flows, as well as related information and financial flows, optimizing logistics business processes, provided that the overall minimum costs for the implementation of this goal are achieved.

Thus, the basic rule of logistics (rule "7R") must be followed:

- 1R (right product) – the right product;
- 2R (right quality) – the required quality;
- 3R (right quantity) – in the required quantity;
- 4R (right time) – At the right time;
- 5R (right place) – to the right place;
- 6R (right customer) – to the right consumer;
- 7R (right cost) with the required level of costs.

Any logistics chain is the "simplest" version of a logistics system.

The logistics system is a complex organizationally completed (structured) economic system that consists of interconnected material and related flows of elements-links in a single management process, the totality of which, the units and the tasks of functioning are combined by internal and external goals of the business organization. In other words, a logistics system based on one or more logistics chains connected by a single purpose and conducting material and related flows includes both the main participants and those who do not directly carry out the movement of goods, but contribute to its promotion.

The decomposition of the logistics system indicates the need for its refinement. When considering a logistics system, it is necessary to introduce its division into links and elements and specify them.

The decomposition of the logistics system is shown in Fig. 2. The subsystem "link of the logistics system" (ZLS) is an economically and (or) functionally isolated

set of elements that perform a local target function within the framework of the set global goal of the functioning of the entire logistics system.

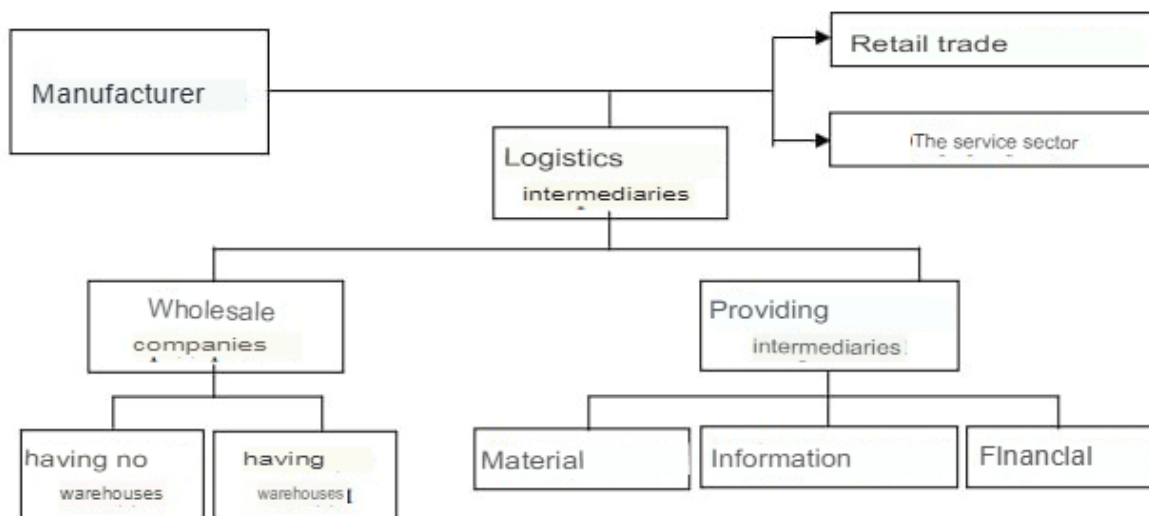


Figure 2 – Decomposition of the logistics system

For example, if the links participating in the logistics system (Fig. 2) are the manufacturer of products (ZLS 1 - the first link of the logistics system), the carrier (ZLS 2), the reseller – wholesale enterprises (ZLS 3 and ZLS 4) with their vehicles delivering goods, and retail enterprises (ZLS 5 and ZLS 6), then the data elements of the links of the logistics system can be attributed accordingly:

ZLS 1 (production company):

- raw materials warehouse;
- warehouse of components;
- tool warehouse;

- work-in-progress warehouse;
- finished goods warehouse;
- waste storage;
- container and packaging warehouse;
- stock warehouse;
- information center, etc.

ZLS 2 (transport company):

- vehicles;

Product Manufacturer

ZLS 1

Retail business

ZLS 5

Wholesale company

ZLS 3

Wholesale company

ZLS 4

Carrier

ZLS 2

Retail business

ZLS 6

- repair base;

- dispatch center, etc.

ZLS 3, ZLS 4 (wholesale companies):

- warehouses;

- repair bases;

- information centers, etc.

ZLS 5, ZLS 6 (retail enterprises):

- storage facilities;

- information centers, etc.

Based on the general theory of systems, it can be stated that the subsystems (components) that make up complex systems have their own purpose, but subordinate to the general purpose of the entire system.

At the same time, the elements as part of the system are not subject to further division in this analysis.

The elements in the structure of the logistics system are considered to be the material and technical base of objects (links of the logistics system - ZLS), which ensures the performance of individual logistics operations (functions) and is not subject to further decomposition within the framework of a specific task of analysis or synthesis.

The logistics system begins with the supplier of raw materials, passes through the functional areas of supply, production and distribution and ends with the end user. The end users of the logistics system are most often retailers that meet the needs of individual customers (the population), as well as service enterprises. In this regard, it is advisable to determine where exactly the logistics system ends in the trading system.

The trade and technological process at retail chain enterprises (in stores) is divided into commercial (commercial), related to the actual sale process, and technological (production), related to the movement of goods and smoothly transitioning into the process



of actual sale (the beginning of the trading process). If we take into account that the production process is an integral part of the material and related information flows, then it can be argued that this process before going on sale is the final one in the considered logistics system. The last logistical operation in most cases is the operation of laying out the goods on the trading floor.

## CONCLUSIONS

Warehouses are a variety of rooms where goods are contained, and various devices specifically designed for their acceptance, placement and storage. Today, a warehouse is a well-regulated multi-level organization integrated into a single technological process with automated systems for accounting for stored stocks, starting from their acceptance and ending with the release to the end user.

The logistics functions of warehouses are implemented during the implementation of individual logistics operations. The functions of different warehouses may differ significantly from each other. Accordingly, the complexes of the performed warehouse operations will be different. The methods of performing homogeneous operations vary widely.

An analysis of the financial and economic structure of the organization indicates that the organization is financially stable and provided with its own funds, profit and net revenue are growing every year. It is necessary to pay attention to the indicators of the cost

of production, since this trade organization, and the essence of its activity is the resale of products, it is necessary to be careful with the increase in prices for goods, take into account the profitability of customers and general inflation in the country.

In this article, recommendations have been developed to improve warehouse management.

After reviewing the analysis of warehouse management, several problems were identified:

1. Irrational use of storage space.
2. Uneven supply.
3. Insufficient base of theoretical material regarding warehouse management.

In order to solve these problems, the following measures have been proposed:

1. purchase of loading and unloading machines, the need to increase the space of loading and unloading operations;
2. increasing the area of acceptance of goods and the introduction of a barcoding system for goods;
3. the need for the distribution of storage areas;
4. The Scor program is proposed, aimed at optimizing the supply process;

5. conducting ABC-XYZ analysis on all products of the organization, and redistribute groups of goods depending on the nature of demand and its cost;

6. The development of the organization according to such a scheme of inventory management, which would most fully take into account the conjunctural fluctuations in consumer demand and supplier supply.

These measures lead to the following improvements in the work of the warehouse:

1) simplification of work and increase in productivity through the introduction of equipment and systems for working with goods;

2) increasing the speed of order collection due to the redistribution of goods during ABC-XYZ analysis;

3) cost reduction due to more efficient use of labor and technical resources;

4) increase the speed of acceptance and shipment of materials from the warehouse due to the barcode system of goods.

Thus, an increase in the efficiency of all the mechanisms that make up the warehouse economy is achieved, which together determine the activities of the entire warehouse, as well as the entire enterprise as a whole.

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