PROSPECTS FOR THE DEVELOPMENT OF TRANSPORT SERVICES IN UZBEKISTAN AND THEORETICAL FOUNDATIONS OF INCOME AND COST ACCOUNTING IN ENTERPRISES

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Abstract. This article analyzes the current state and prospects for the development of transport services in the Republic of Uzbekistan, with particular emphasis on the leading role of road transport in freight and passenger transportation. In addition, the theoretical aspects of income and cost accounting in motor transport enterprises, their classification, and their reflection in accounting policies are examined.

Keywords: Transport services, prospects, income, cost, depreciation, accounting policy, straight-line method, production-volume-proportional method, Tax Code, NAS 5, fixed assets, motor transport enterprise, cost grouping, management accounting, prime cost.

Introduction

In the economy of the Republic of Uzbekistan, the transport system, particularly road transport, has been occupying a leading position in freight and passenger transportation. The investment policy implemented in recent years is aimed at modernizing transport infrastructure. At the same time, the issues of proper accounting, classification, and management of income and costs in transport enterprises remain insufficiently developed from both theoretical and practical perspectives. This article is dedicated to analyzing these problems and developing solutions.

Purpose

To determine the prospects for the development of transport services in Uzbekistan and to improve the theoretical and methodological foundations of income and cost accounting in motor transport enterprises.

Main Objectives

–To identify the factors driving the development of road transport services.

–To analyze existing theoretical approaches to cost grouping.

–To compare the current methods of depreciation calculation under the Tax Code and NAS 5.

–To propose an accounting method that corresponds to the actual intensity of use of vehicles.

Research Methods

The following scientific methods were applied in this article:

–Analysis and synthesis – studying the experience of foreign and local scholars (Kudelskaya, Belozertseva, Kalinina, Kholbekov, and others).

–Grouping and comparison – classifying costs into fixed/variable and direct/indirect types.

–Applied model – calculating straight-line and production-volume-proportional depreciation methods using the example of the hypothetical enterprise "Botirtrans".

–Regulatory-legal analysis – comparing the provisions of the Tax Code of the Republic of Uzbekistan and NAS 5 "Fixed Assets".

Competitive Advantages of Road Transport

–Convenience and high load-bearing capacity;

–High cost of air transport;

–Underdevelopment of domestic railways;

–Near absence of river transport;

–Wide coverage and affordability of road transport.

Conclusions on Cost Grouping

Scholars classify costs on the following bases:

–Fixed and variable (dependence on volume);

–Direct and indirect (participation in the production process);

–Productive and non-productive (by result);

–Standard and non-standard (by planning);

–Controllable and uncontrollable (by direction of resources).

The Depreciation Problem and the "Botirtrans" Example

–Straight-line method: initial value — 60 million soums, residual value — 5 million soums, useful life — 5 years → annual depreciation — 11 million soums.

–Depreciation rate under the Tax Code for passenger cars: 20%.

–Problem: depreciation is calculated identically regardless of whether a vehicle operates for 8 or 20 hours.

Core Scientific Problem

–NAS 5 provides four optional methods (straight-line, production-volume-proportional, cumulative, and declining balance).

–The Tax Code, however, prescribes only the straight-line method with fixed normative rates.

–If an enterprise applies an accelerated depreciation method, it must add the difference to the taxable base.

Scientifically Grounded Conclusions and Recommendations

Improvement of accounting policy: Transport enterprises should apply not only the straight-line method, but also the production-volume-proportional method in their accounting policies. This method links depreciation to actual kilometers driven or hours worked.

Amendment to the Tax Code: It is advisable to establish separate depreciation rates for trucks and buses:

–Trucks: 10–12 years;

–Buses: 8–12 years;

–Passenger cars: 6–8 years.

These rates correspond to actual rates of wear and tear.

For intensively used vehicles: Mercedes-Benz buses operate 17–18 hours per day and cover more than 12,000–15,000 km annually. The straight-line method is inequitable for such vehicles. The production-volume method accurately reflects their accelerated wear.

Tax deduction: If an enterprise applies a depreciation rate lower than that stipulated by the Tax Code (e.g., 10% instead of 20%), the difference should not be deducted from the taxable base. The authors do not recommend treating this difference as a post-tax expense; instead, they propose differentiating the normative rates.

Significance for management accounting: Proper cost grouping and linking depreciation to actual volume ensure the reliability, transparency of service cost calculation, and fairness of the tax burden in transport enterprises.

Practical Significance

The proposed approaches serve to:

–Reduce the cost of transport services;

–Improve the efficiency of vehicle utilization;

–Reduce discrepancies between accounting and tax records;

Align with the requirements of International Financial Reporting Standards (IFRS).

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