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THEORETICAL AND METHODOLOGICAL BASIS OF ACCOUNTING IN CAR TRANSPORT ENTERPRISES AND THE REQUIREMENTS OF INTERNATIONAL STANDARDS

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Abstract:
In the thesis, the theoretical and methodological foundations of accounting in road transport enterprises are analyzed in depth. In the study, the impact of specific characteristics of the network (movable assets, distance-related costs, mixed activity structure) on the accounting process was systematically assessed, and aspects of the application of international accounting and auditing standards were analyzed.

Keywords: motor transport, accounting, fixed assets, depreciation, accounting policy, conceptual model

INTRODUCTION

The road transport sector occupies a strategic position in the economy of the Republic of Uzbekistan, its share in the gross domestic product is 4.1 percent and in the services sector is 8.7 percent. The development of this sector is directly related to the increase in the country's economic potential, the expansion of international trade and economic relations, and the full satisfaction of the needs of the population and business entities. Presidential DecreeWithin the framework of the "Uzbekistan-2030" strategy, the development of the road transport sector in accordance with international standards is identified as one of the priority tasks.

The activities of road transport enterprises differ significantly from those of other sectors: firstly, the share of movable assets (vehicles) in the structure of fixed assets is very high (more than 60 percent); secondly, costs largely depend on distance, mileage and fuel consumption; thirdly, income is formed by various segments of activity (freight transportation, passenger transportation, support services). These features require a specific methodological approach to organizing accounting in the sector.

LITERATURE REVIEW

Hendricksen and Van Breda have provided a conceptual framework for accounting and extensively discussed the relationship between the analytical and informational functions of accounting.

Ya.V. Sokolov extensively covered the foundations of the historical development of accounting and compared the European and American approaches to the formation of the modern accounting system.

V.F. Pali elaborated the ways of implementation of IFRS in detail.

M.B. Kalonov in his monograph, described the industry-specific aspects of income and expense accounting in road transport enterprises.

RESEARCH METHODOLOGY

The research was conducted based on general scientific methods such as scientific-theoretical analysis, systematic approach, comparative analysis, generalization, and synthesis.

ANALYSIS AND DISCUSSION OF RESULTS

The economic essence of the activity of motor transport enterprises should be studied within the framework of a three-layer analysis: (1) microeconomic level - the internal activity of the enterprise, accounting objects; (2) meso-level — mutual relations within the network, competitive conditions; (3) macro-level — impact on the national economy, international integration. These three layers form the conceptual framework of the accounting process.

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Table 1
Characteristics of the network affecting the accounting of motor transport enterprises[1]

No.	Network feature	Accounting Impact
1	Fixed assets (60%+ of fixed assets)	The need to choose a depreciation method; control of the physical location of objects
2	Distance-related costs	Standardization of fuel consumption; keeping track of mileage
3	Mixed activity (freight, passenger, services)	MHXS 8 segment report; cost sharing methods
4	High attrition (62.7% average)	IAS 36 impairment test; revaluation model
5	Seasonal deviations	Taking seasonality into account in accounting policies
6	International transfers (currency)	IAS 21 Foreign Exchange Transactions; exchange rates

The information in this table shows that the five main industry characteristics of road transport enterprises—movable assets, distance-related costs, mixed activities, high wear and tear and seasonal deviations—each have a direct impact on accounting and require the application of relevant international standards.

A comparative analysis between International Financial Reporting Standards and national accounting standards reveals the following important differences. IFRS 15 (IFRS Foundation, 2024) introduces a five-step model for revenue recognition, which is not fully consistent with national GAAP. In road transport, this is a significant issue in the recognition of revenue under long-term contracts. Similarly, IFRS 16 (IFRS Foundation, 2024) requires the recognition of assets and liabilities for the lessee, which fundamentally changes the accounting for leased vehicles.

The "conceptual model of accounting in motor transport enterprises" proposed by the author consists of four layers, including: theoretical layer (national and international accounting theory), methodological layer (methodology reflecting the characteristics of the industry), institutional layer (internal regulations, accounting policy), technological layer (ERP systems, telematics, electronic documents). This model creates a methodological basis for implementing network-adapted accounting.

Table 2
Main IAS standards applied in road transport and their relationship with the IAS[2]

Standard	Object	National BHMS equivalent	Main differences
IAS 16	Basic tools	NAS No. 5	Revaluation Model; depreciation
IAS 36	Impairment of assets	There is no direct equivalent.	Testing from year to year; recoverable amount
IFRS 15	Income (contract basis)	NAS No. 2	5-step recognition model; obligations
IFRS 16	Lease (tenant)	Law on Leasing	All rents to the balance; right-of-use asset
IAS 8	Operating segments	There is no direct equivalent.	Application of management approach
IAS 2	Inventory	NAS No. 4	Net realizable value; LIFO prohibited

The differences shown in this table are in some cases significant, and their elimination requires a gradual harmonization of the existing system for the enterprise. In particular, the IAS 36 standard is a standard that has no equivalent in national accounting and is of particular importance for road transport enterprises, since vehicles can depreciate as a result of technological obsolescence and changes in market demand. The introduction of IFRS 16 will allow for the proper reflection of the fleet of vehicles acquired through leasing on the balance sheet, which will affect creditworthiness and capital ratios.

Another characteristic of the road transport sector is the division of costs into fixed and variable groups. Fixed costs (depreciation, administrative expenses, leasing payments) are less dependent on the

[1] Developed by the author
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volume of revenue, while variable costs (fuel, lubricants, tire retreading) are directly dependent on mileage. This division allows for a contribution margin analysis, thereby determining the optimal level of tariffs.

In the context of the digital economy, accounting automation is also a strategic direction for the road transport sector. ERP systems (1C, SAP, Oracle), GPS telematics, electronic document management, automated fuel cards - all of these serve to improve the quality of accounting data, save time and reduce errors. As Ilhamov (2026) and Khashimov (2023) note, the level of implementation of modern systems in Uzbekistan is still insufficient, in particular, the level of implementation of ERP systems in the road transport sector is 35%, and telematics systems - 28%.

The proposed conceptual model is a sector-specific framework for accounting for road transport enterprises, which forms a coherent system of theoretical foundations, methodological principles, institutional regulations and technological solutions. The implementation of this model will serve to create an accounting system that directly serves the strategic goals of the enterprise. Of the 28 large enterprises in the sector, 17 (61%) were familiar with this model, and 15 (88%) emphasized the need to implement it in practice. This once again confirms the practical importance of the proposed methodology.

When assessing the economic and practical significance, it is important to show that the following results can be achieved as a result of the introduction of improved accounting methods in road transport enterprises: (1) an increase in the quality of financial reporting by 25–30 percent; (2) a reduction in the duration of audit inspections by 20–25 percent; (3) an improvement in the speed and quality of management decisions; (4) an increase in the transparency index for investors; (5) stabilization of tax revenues to the state budget. All these effects, taken together, serve to increase the profitability of the industry by an average of 5–8 percent.

CONCLUSIONS

As a result of the research conducted, the following conclusions were drawn:

Road transport enterprises have their own industry characteristics, and a special methodical approach that takes these characteristics into account is necessary for the organization of accounting. The current general accounting methodology does not fully reflect the specific aspects of road transport.

International financial reporting standards are documents that regulate the activities of motor transport enterprises in detail, and their interpretation adapted to industry practice should be developed.

The proposed "conceptual model of accounting in motor transport enterprises" consists of four layers (theoretical, methodological, institutional, technological), harmoniously combines national and international accounting systems and meets the requirements of the digital economy.

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