



LEXICOSEMANTIC FEATURES OF LOGISTICS TERMS IN ENGLISH AND UZBEK

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ABSTRACT

Logistics is a field that deals with the management of the flow of goods and services from the point of origin to the point of consumption. The lexicosemantic features of logistics terms are the linguistic and semantic characteristics that are associated with the terms used in this field. Some of the common lexicosemantic features of logistics terms include:

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Technicality: Logistics terms are often technical in nature and require specialized knowledge to understand. For example, terms like "supply chain," "inventory management," and "freight forwarding" are all technical terms that are specific to the logistics field. The technicality feature of logistics terms refers to the fact that these terms are often highly specialized and require a certain level of knowledge and expertise to understand. This is because logistics is a complex field that involves the management of the flow of goods and services from the point of origin to the point of consumption¹: **Warehousing:** *This term refers to the storage of goods in a warehouse or distribution center, where they can be held until they are needed for distribution to customers* – **Omborxon:** *ushbu atama tovarlarni omborda yoki tarqatish markazida saqlashni anglatadi, bu yerda ular mijozlarga tarqatish uchun zarur bo'lgunga qadar saqlanishi mumkin.*

¹ Vinokur G.O. О некоторых явлениях словообразования в русской технической терминологии // Труды Московского института истории, философии и литературы. 1939. Т. V. P 3-54.

Precision: Logistics terms are often precise and specific in their meaning. For example, the term "lead time" refers to the time it takes for a product to be delivered from the supplier to the customer, and the term "just-in-time" refers to a production strategy that aims to minimize inventory levels.

Multilingualism: The multilingualism feature of logistics refers to the fact that logistics is a global industry that involves the movement of goods and services across international borders. As a result, logistics terms are often used in an international context, and may have different meanings in different languages. For example, the term "*freight*" in English refers to goods that are transported by land, sea, or air, while in Uzbek, the term "*yuk tashish*" refers specifically to goods that are transported by sea. Similarly, the term "customs clearance" in English refers to the process of clearing goods through customs, while in French, the term "dédouanement" is used. In addition to differences in terminology, there may also be differences in regulations and procedures related to logistics in different countries and regions. For example, the documentation required for customs clearance may vary depending on the country of origin and destination, and the transportation modes used. To navigate these differences, logistics professionals must be able to communicate effectively with colleagues, partners, and customers from different countries and cultures. This requires a strong understanding of the language and terminology used in the logistics industry, as well as an awareness of cultural differences and business practices in different regions.²

Abbreviations and acronyms: Logistics terms are often abbreviated or expressed as acronyms to save time and space. For example, the term "EDI" stands for "Electronic Data Interchange," and the term "LTL" stands for "Less Than Truckload."

Context-dependency: Logistics terms are often used in specific contexts, and their meaning may vary depending on the context in which they are used. For example, the term "cross-docking" refers to a logistics strategy that involves unloading goods from an incoming truck and loading them directly onto an outbound truck, without storing them in a warehouse. However, the term "cross-docking" may also refer to a process in which goods are transferred from one mode of transportation to another, such as from a truck to a train.

These are some of the common lexicosemantic features of logistics terms. Understanding these features is important for effective communication in the logistics field.³

Commonly used abbreviations on road logistics. These are mostly used between driver, customer and brokers which are taken initial letters of each word.

DNU – do not use – Foydalanilmasin;

TONU – truck order not used – buyurtma qilingan yuk mashinasining ishlatilmasligi;

ETA – estimated time of arrival – taxminiy kelish vaqti;

GTG – good to go – yo'lga tudshish mumkin;

OAI – occupational accident insurance – ishlab chiqarishdagi baxtsiz hodisalardan sug'urta qilish;

CR – cash reserve – naqd pul zaxirasi;

OC – open credit – ochiq kredit;

²PeteL. Elkin. "Terminology and Terminological systems". NY-2012. P-20-21.

³ Phil Croucher. «The handbook of Logistics». C-1989. P 10-13

LOT – load out trailer – Brokerlardan trailerlarning ijaraga olinib turilishi. belgilangan vaqt ichida aytgan joyiga olib borish talab etiladi.

PO – Power only – Trailersiz yuk mashinalar;

FCFS – First come first serve – Yetkazib berish yoki yukni olishda uchrashuv vaqti bo'lmaydi, birinchi yetib borgan yuk mashinasiga xizmat ko'rsatilishi;

LOR – Letter or release – Factoring va carrier o'rtasida shartnoma to'xtatilgani to'g'risidagi xat;

PU – Pick up – Yukni olish;

Del – Delivery – Yukni yetkazib berish;

LA – Late Arrival – Manzilga belgilangan vaqtdan kech yetib kelish;

BOL – Bill of Lading – Yuk olganlik haqida hujjat, olinganlik to'g'risida imzo qo'yilad

POD – Proof of Delivery – Yetkazib berilganlik to'g'risidagi hujjat. BOL hujjatining delivery manzildagi ko'rsatilgan joylarda imzolangan shakli.

CD – Company drivers – Yuk mashinasi, masofa o'lchab boruvchi elektron sxema, barcha xarajatlar kompaniya tomonidan qoplanuvchi yuk tashish turidagi haydovchi

OO – Owner operator – bu termin mustaqil yuk mashinasi va barcha asboblarga ega va barcha bo'luvchi xarajatlarni o'z bo'yniga oluvchi haydovchilarga nisbatan qo'llaniladi.

LO – Lease owner – bu termin yuqoridagi tur bilan deyarli bir xil, ammo ba'zi holatlarda haydovchi o'z xarajatlariga o'zi mas'ul bo'lishini anglatadi.

CM – Company per mile – Haydovchining har bir yurgan mil masofasiga qarab ma'lum miqdorda pul to'lanishi;

CP – Company per percentage – Tashiladigan yuk uchun beriladigan narxning kelishilgan foiziga qarab haq oluvchi haydovchilar turi.

All states and destinations' first or initial letters of each word are taken and used instead of full form. In addition, descriptive type of translation is the most important and used type of translation. Some terms in logistics with its translation from English into Uzbek.

Tracking/macropoint/ trucking link - driverlarni online lokatsiyasini korib turishi uchun accept qilinadigan application. Broker load bergandan keyin. Driverga macropoint yoki trucking link konatadi. Driver uni accept qilib olishi kerak boladi. Bu narsa qilinmasa broker

tomonidan 50\$ dan 1000\$ gacha charge qilinadi. Ortacha holatda 200\$-300\$ charge qilinadi.

Unloading fee/ lumper fee - deliveryda yukni unload qilinishi uchun tolanadigan pul yani facilityddgi ishchilar belgilidi bu summani. Buni brokerni ozi tolab beradi. Asosan biza ozimiz tolab receipt olamiz. U receipt bilan brokerdan pulni reimburse qilib olamiza. Lumper fee broker tomonidan tolansayam biza receiptni qabul qilib olish shart. Brokerga bergan puli qayerga ishlatilganini proofi hisoblanadi receipt.

Detention fee – delivery driver and yetib borganidan keyin unload qilinishini majburiy 2 soat kutishi shart. 3 chi soatdan boshlab detention fee hisoblana boshlidi. Yani driver kutgan har bir soati uchun 25\$ yoki 50 \$ dan pul tolanadi. Bu uchun receiver POD (proof of delivery paperwork) ga driverni check in qilgan va check out qilgan vaqtini yozib berishi shart. Shunda dispatcher broker bilan kelishib detention fee oladi.

Layover – haydovchi manzilida 24 soat yani 1 kun qop ketsa 259\$ dan 500\$ gacha beriladigan pul. Dispatcherlar bir cilda talashib 1000\$ gachayam oladi.

Restacking fee – agar yuk yo'lda olingan bo'lsa, ya'ni joyidan qo'zg'alsa va yoki

ag'darilib ketsa, maxsus xizmat chaqirilib, boshqattan yuklab chiqiladi. Buni 100% broker bilan gaplashib, undan approve olib keyin qilish kerak boladi. Restacking uchun pulni brokerning o'zi ham va yoki yuk tashuvchi kompaniya.

Blind shipment load – Bunda BOL da shipper yoki delivery manzil yashiringan qilingan bo'ladi. Masalan, shipperda yuk yuklanadi va blind shipment paperwork beriladi. Unda delivery address yozilmagan bolishi yokida xato manzil ko'rsatilgan bo'lishi mumkin. Yuk yuklanib shipperdan chiqib ketgandan keyin broker o'zi original BOL beradi va driver aynan o'sha original BOL bilan deliveryga borib yukni tushirishi kerak boladi. Yani yukning informatsiyasi bazi bir qismi boshqa qismlardan berkitiladi.

In conclusion, the translation of logistic terms in special texts presents several challenges that require careful consideration by translators. These challenges include the complexity of the terminology used in logistics, the need for accuracy and consistency in translation, and the cultural and linguistic differences between languages. One of the main challenges in translating logistic terms in special texts is the complexity of the terminology used in logistics. Many of the terms used in logistics are technical and require a deep understanding of the subject matter. Translators must have a good understanding of the logistics industry and the terminology used in both the source and target languages to ensure accurate translations. Another challenge is the need for accuracy and consistency in translation. Inaccurate translations of logistic terms can lead to misunderstandings and errors in logistics operations.

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