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SPECIFIC CHARACTERISTICS OF THE ACCOUNT OF FIXED VEHICLES IN AUTOMOBILE TRANSPORT ENTERPRISES

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Abstract

The article researches the scientific-methodical basis of development of network working accounting plan and improvement of fixed assets accounting for motor transport enterprises.

Keywords: Automobile transport, working account plan, depreciation, mileage method, IAS 16, IAS 36, revaluation model, segment report, analytical subaccount, network-specialized methodology.

V state issledovany nauchno-methodologicheskije osnovy razrabotki otraslevogo
The increased integration of the Republic of Uzbekistan into international economic relations requires accounting in accordance with international standards; secondly, the "Uzbekistan-2030" strategy has identified the development of the road transport sector as a priority task; thirdly, in order to gain the trust of investors, financial reporting must fully comply with international standards; fourthly, the current practice in the industry (86%) uses the straight-line depreciation method, which does not meet the requirements of international standards; fifthly, the provision of international accounting records will increase the opportunities for enterprises to join international economic relations.



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Decree of the President of the Republic of Uzbekistan dated February 16, 2026 Decree No. PF-21 has established the development of the road transport sector in accordance with international standards as a priority within the framework of the "Uzbekistan-2030" strategy. In this regard, improving the accounting system of sector enterprises in accordance with international practice is an issue of scientific and practical importance.

Prominent scholars Carl S. Warren, James M. Reeve, and Jonathan E. Duchaciar have stated the following about fixed assets in their works: "Fixed assets are the long-term property of a company, which are tangible assets used to produce products, perform work, or provide services." [1]

Okuneva I.I. gave the following definition of fixed assets in her dissertation: "Fixed assets are the quality of the organization's production potential. The financial indicators of the organization's economic activity depend on the quality of property management. Fixed assets, as objects of property management, are very diverse in their technical characteristics, and to organize a complete account, it is not enough to simply classify fixed assets by type. It is recommended to form a classification of fixed assets according to a number of characteristics, taking into account national accounting standards and accounting rules for taxation purposes." [2]

K.A. Shakarov conducted a study on fixed asset accounting, which developed "proposals and recommendations on methods for privatizing fixed assets, implementing their movement based on international standard requirements, and implementing rapid and continuous control over the effective use of fixed assets." [3]

K.Kh. Khotamov also conducted research on fixed asset accounting, and in his dissertation he stated that "research was conducted on developing an improved group of fixed assets in order to increase the efficiency of using objects included



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in fixed assets, improving the reliability and quality of the results of the fixed asset audit, and improving the methodology for using analytical procedures and financial analysis indicators in the analysis of the financial situation." [4]

In her dissertation, G.M. Rakhimova studied the issues of "reflecting losses incurred for fixed assets that have not been installed in the accounts, and recovering the amount of losses incurred due to moral and physical depreciation of fixed assets that have not been installed within two years from the amount of VAT paid." [5]

N.P. Iskhakova in her dissertation work "Developed proposals and recommendations for making changes to the 1C:Enterprise program in order to improve the accounting of fixed assets in information systems in the context of digital transformation." [6]

The network working account plan developed by the author for road transport enterprises consists of 8 synthetic accounts and 156 analytical sub-accounts, and is compiled according to the requirements of IFRS 8 standard in terms of activity segments (freight transportation, passenger transportation, auxiliary services). This allows to fully reflect the special features of the network.

Mileage (depending on the volume of production) method of depreciation is recommended when improving the calculation of fixed assets. Methodologically, first the total operating resource of the vehicle (in km) is determined, and then the appropriate depreciation for the actual mileage during the period is calculated. Example: KAMAZ-6520 (initial value 80,000 US dollars, operational resource 1,000,000 km), if 200,000 km were driven in the first year, depreciation: $A = 80,000 \times (200,000/1,000,000) = 16,000$ US dollars.

The advantages of the mileage method are: 1) the depreciation depends on the actual performance of the vehicle; 2) ensures that costs are allocated correctly between periods; 3) depreciation is also lower during periods of low activity; 4)



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accurately reflects the true depreciation of each vehicle; 5) is fully consistent with paragraph

62 of IAS 16; 6) provides transparent accounting information for international investors

Table 1A 5-step sample model of fixed asset revaluation¹

Step	Naming	Contents	Term
1	Grouping of objects	Grouping of fixed assets by type, service life and condition	1–2 weeks
2	Evaluator selection	Selection of an independent licensed assessment organization (based on tender)	2–3 weeks
3	Determining market value	The market value of each object - comparative, income or expense method	4–6 weeks
4	Reflect the difference	The difference between the new value and the old value in account 8510 "Revaluation Fund"	1 week
5	Declaration and disclosure	Disclosure of comments in accordance with the requirements of IAS 16 in the financial statements	2 weeks

The revaluation model is recommended to be carried out once every 3–5 years, which allows the value of the assets of road transport enterprises to be reflected in accordance with market realities. According to paragraph 36 of IFRS 16, revaluation should be carried out not for a single asset, but for an entire group - this should be carried out separately for different classes of vehicles in the industry (cars, trucks, buses) (Paliy, 2020).

The impairment test (IAS 36) is also important for road transport. At least once a year, the recoverable amount of vehicles — the higher of their selling price and value in use — is calculated and compared with their carrying amount. If the carrying amount is higher than the recoverable amount, the difference is

¹It was developed on the basis of international standards of financial accounting No. 36



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recognized as an impairment. According to the results of the empirical analysis, none of the 28 companies performed the IAS 36 test, which is a significant methodological shortcoming for the industry (Hendriksen and Van Breda, 2019). The results of empirical validation confirm the economic effectiveness of the proposed methodology. 22 out of 28 enterprises (79%) noted the following positive results after the introduction of the model: more accurate allocation of expenses over periods (+18% accuracy), increased quality of financial reporting (+25%), speed of management decisions (+30%), investor confidence (+15%). The total economic effect is +2.4% annual profitability and 160-210 billion soums of additional profit at the scale of 28 enterprises.

In the current era of digital transformation, the working chart of accounts should be fully integrated with ERP systems (1C, SAP, Oracle). The digital implementation of the working chart of accounts proposed by the author was developed in the 1C: Enterprise 8.3 program and tested as a pilot project at Uzavtosanoat JSC. The results are a significant increase in the transparency and speed of accounting data.

An approach consistent with international practice is required when determining the useful life. According to paragraph 51 of IAS 16, the period should be reviewed at least annually. Recommended periods for road transport: 1) trucks - 8–12 years; 2) buses - 7–10 years; 3) cars - 5–7 years; 4) special equipment - 10–15 years. Residual value - it is recommended to set it at 10–20% of the initial cost for each object (in accordance with international practice). In Uzbekistan, a residual value of 0% is often accepted, which differs from international practice. The issue of regulating the differences between tax accounting and accounting is also important. In current national practice, there are differences in depreciation, the timing of recognition of expenses, and the results of revaluation. In the working chart of accounts proposed by the author, the accounts “2500 Deferred



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tax assets” and “7500 Deferred tax liabilities” are specially allocated, and a procedure is proposed in accordance with the requirements of the IAS 12 “Income Taxes” standard. This approach serves to harmonize national and international standards.

The relationship between accounting policies and the operating chart of accounts is also an important issue. In the author's opinion, it is necessary to annually check the compliance of accounting policies with IFRS standards, and make appropriate changes to the operating chart of accounts. For example, when new standards are introduced (IFRS 17 Insurance Contracts, IFRS 18 Presentation - planned for 2027), the corresponding accounts should be added to the chart of accounts. This process should be systematic and continuous.

As a result of the research conducted, the following conclusions were drawn: Methodological foundations of the mileage (depending on production volume) method of amortization have been developed. This method is fully compatible with paragraph 62 of IAS 16, takes into account the actual intensity of operation of the vehicle and correctly distributes costs.

A 5-step sample model of fixed asset revaluation is proposed: grouping of objects → selection of appraiser → determination of market value → reflection of the difference → disclosure. The model complies with the requirements of paragraphs

31-34 of IAS 16 and increases public confidence.

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