



Structural Analysis and Specific Features of Logistics Lexemes

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Abstract

In this research paper, we aimed to analyze the basic methods of lexeme generation in the English transport logistics term system. That is the main task to identify the basic models of one-component and multi-component lexemes of the studied term system and to give a clear scientific conclusion about the effective method. One of the modern and rapidly evolving types of economy is logistics. The logistics approach allows increasing the performance and distribution of goods, increasing efficiency, reducing costs, and ensuring the quality of services. An integral part of the transport sector is an integral part of the entire logistics process. High-quality organization of supply chains requires continuous operation of all components of the process. Thus, transport logistics is a separate and independent field, which is inextricably linked with the rest of the industry.

Keywords: *Logistics Terms; Structural Analysis of Logistics Terms; Single Component Terms; Multi-Component Terminological Combinations; Lexical and Grammatical Models of Logistics Terms; Classification of Logistics Units*

Introduction

Like any other field of professional activity, transport logistics has its own lexemes and terminology that are primarily necessary for professional communication. In our opinion, the English lexeme of the transport logistics system is a relatively young and constantly evolving set of lexical units. It is in active contact with the relevant terminology and is constantly replenished with lexemes derived directly from relevant fields of knowledge such as transport, management, finance, economics. To be more precise, this fact shows that the terminology of transport logistics is not fully formed and is in the process of formation. When analyzing lexemes, it is based on the fact that the lexemes of the transport logistics system tend to complement the concepts of interrelated areas of knowledge. Also, these lexemes enter the system and express many specific meanings. Nevertheless, the field of study is characterized by structural features in the terminological system.

Structural analysis allows the identification of effective models and methods of verbalization of professional knowledge.

Examples of research material are knowledge lexemes, encyclopedic publications in various fields of economics and business (as similar areas of knowledge) as a result of reviewing bilingual

dictionaries (glossary of supply chain terms, various English, Uzbek, Russian dictionaries in the field of logistics), Websites of the main organizations involved in standardization, certification of logistics terms, network journals (European Logistics Association, The Council of Supply Chain Management Professionals, The Supply-Chain Council) were analyzed.

Main part

In this paper, we analyze single-component and multi-component lexemes in transport logistics. Based on the results of the analysis, it should be noted that lexical units in the field of logistics, in particular, consist of simple lexemes (single-core lexemes, single-component lexemes, affixal lexemes) and complex (multi-component) lexemes.

Let's look at simple single-component lexemes using examples from the field of logistics, consisting of the following core: For example:

Agent, Sight, cargo, supply, weight, deck, freight;

Affixal lexemes are productive in the field of logistics; in particular, they are characterized by prefixal, suffixal, prefixal-suffixal types.

Suffixes such as **-ment, -age, -ance, tion, -um, -ture, -ty** are especially useful in the construction of lexemes in the field of logistics. Including:

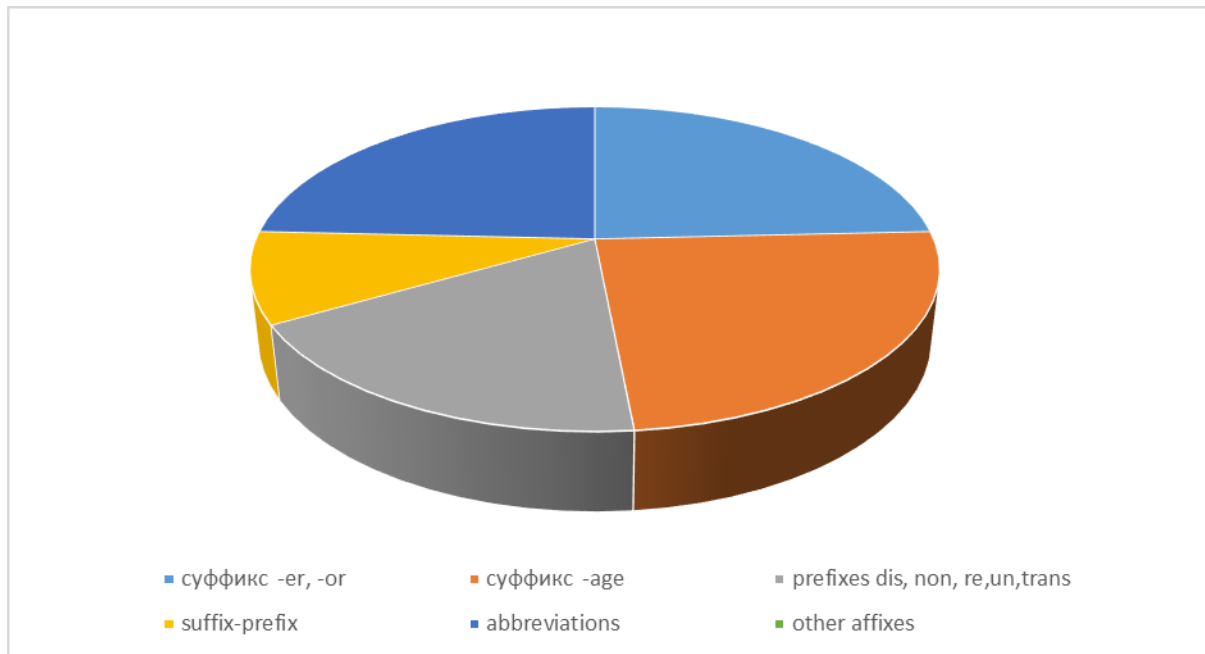
Shipment, carriage, clearance, destination, addendum ; debenture; stipulation; penalty.

It is also characterized by lexemes formed using the prefixes un-, over-, de-, dis-, non-, anti-, trans-, re-. For example: unpack; overload; unlicensed-, demise charter; dispatch; nondedicated storage); antidumping duty; nonresidents-; transloading;resellers,unspecified.

The amount of lexemes formed by the prefix-suffix method is productive in the field of logistics and does not constitute a large quantity. The following are examples of lexemes formed using them. For example:acrocargos express –, replenishment-; minimum transit cargo-; deconsolidator-, disintermediation-, reengineering-, subcontracting-, subhauler-субхолер.

The result of this analysis, i.e. the level of efficiency of the affixation method, is more clearly expressed in the diagram developed below. We constructed the following diagram by analyzing the logistic affixal formation ratio based on 800 empirical material samples. See (diagram 1).

Diagram 1



In addition to single-component lexemes, the logistic terminological system also includes multi-component terminological combinations. In our view, multi-component compositions arise precisely in the field of logistics, from the need for a complex word as a segmental unit of language.

Segment units that belong to a particular level of language differ in their structural-semantic structure and level of complexity. Thus, lexical-level units belong to multi-component complex words, corresponding to three types of lexemes. We grouped them by level as follows:

1. Derivative; *ad valorem*; *incoterms*, *flatbed-платформа*, *replenishment*, *pro-forma*, *promotion*;
2. Complex lexemes (two-component and multi-component); *basing-point pricing-*, *cash-to-cash cycle time*, *customer/order fulfillment process*, *declared value for carriage*,
3. Compound words: *back order*, *backsourcing*, *benchmarking*; *bin center-*, *boxcar*, *centralized dispatching*, *changeover*, *door to port*, *exempt carrier*, *price erosion*, *air cargo*, *air carrier*⁻¹;

Analysis of the materials of the logistic terminological system of English and Uzbek languages allows determining the main features of the structural proportions of multi-component language units and combinations, to determine the syntactic relationship of their types and forms with the terminology, to ensure their structure, core-cell relations. In the process of implementing different models of lexical units in the languages being compared, the possibility of combination i.e. the valence key component, which is one of the most important features of the lexeme, plays an important role. The valence of a basic lexical unit is reflected in the structure of logistic models formed from the possibilities of word combination of free non-terminological lexemes. It is clear from the material of the analysis that in both languages of comparison there are various schemes of nominal, verb structure, representing all possible models of free expressions.

¹ <https://www.inboundlogistics.com/cms/logistics-glossary>

In the construction of structural models, in particular, depending on the needs of structural-semantic or structural-grammatical models, their participation in different components is described. Depending on the lexical-grammatical type of the model, the noun, verb, adjective, number, and other important lexemes are based. It is also characteristic that the model structure is characterized by the dependence of the lexeme on the lexical-grammatical level. Additional grammatical tools (prepositions, conjunctions) are used in the construction of models of this type. In the languages being compared, these listed elements are called modeling elements.

Two-component lexical units, representing an object or subjective action, are functionally related to nouns, which are their main component. Including: *acquisition cost, agency tariff, air taxi, call center, buffer stock, cost element*².

In the field of logistics, the following syntactic and grammatical models of nominal two- or three-component lexical units in English and Uzbek are distinguished:

This model is the most effective in the field under study.

N + N model *transportation stock ; import duty; export duty; bar code; credit ter); consolidation point;*

This model has 830 lexical units and differs in two types depending on:

a) attributive relations, in which the first component acts as an attribute, and the second is the main word in the phrase. core process, cycle time, cost center-, date code, cost variance, distribution warehouse, demand signal, freight charge;

b) Genetic relationship, in which one of the components is used in conjunction with the compound suffixes in relation to the other. Including: pick list, police powers, private label.

The first component, which is applied by the following **N + of + N** structure model of genetic linkage, represents the basic meaning. For example: movement of goods, management of logistics, letter of credit, port of discharge, port of entry, product description, product description,

Under this model are represented by 105 terminological units.

The second group includes three common models of two-component composition associated with an attribute. In the analyzed material and dictionaries, 850 lexical units are represented in this model template.

a) Adj + N in this model, quality represents the main meaning. For example: *private warehouse, proportional rate , real time, safety stock-, salable goods, straight truck, short shipment.*

b) Nv + N For example: *truck stop electrification, trend forecasting models, vendor-owned inventory.*

There are 123 terminological units in this form.

c) P. P. +N For example: *landed cost, integrated logistics-, guaranteed loans, fixed costs, extended enterprise.*

In this model, 50 lexical units are expressed.

² <https://www.inboundlogistics.com/cms/logistics-glossary/>

Results and Discussions

Based on the results of the analysis, logistic lexemes, particularly two- or three-component composite compounds, are represented by 5 efficient models, 4 of which use attribute nouns:

- 1) $N + N$;
- 2) $N + \text{of} + N$;
- 3) $\text{Adj} + N$;
- 4) $Nv + N$;
- 5) $V + N$.

It is determined that noun is an integral part of all expressions. The most productive and common structural models are: $N + N$ (*noun + noun*) and $\text{Adj} + N$ (*adjective + noun*).

Logistic complex lexical units are divided into the following types according to word groups:

- Compliance with nouns; *hostler, forecast, importation point, information system, mileage allowance*;
- Compliance with verbs; *laid-down cost, last updated, freight prepaid, loading allowance*,
- Compliance with adjectives; *inbound logistics-, indirect cost -, integrated carrier-, intercoastal carriers*

The classification of analyzes of such logistically complex lexical units, their structure in the compared languages proves the widespread use of morphological-syntactic, lexical-semantic and lexical-syntactic word-formation methods.

Three-component logistic terminological combinations are represented by 367 lexical units, 16 different models have been identified. Among them, the terminological units based on the following 9 models make up a significant amount:

1. $N+N+N$: *transportation management system ; truck tractor semitrailer ; tank transport trailer , value based return*;
2. $\text{Adj}+N+N$: *total productive maintenance; local service carriers; total product revenue, total cost curve*;
3. $N+Ving+N$: *line-hauling shipment, trailer hauling truck; grain carrying motorship ; manufacturing execution systems , global positioning system*;
4. $N+PII+N$: *plant finished goods; canvas covered car*;
5. $N+\text{Adj}+ N$: *gross national product ; trailer high ramp ; port additional export ; duty free importation*;
6. $n+N+N$: *four-wall inventory; two axle truck ; three axle trailer ;*
7. $P II +P II+N$ *linked distributed systems ; overstocked produced good -*
8. $V+N+N$ *harmonized commodity description,*
9. $V+Ving+N$ *push ordering system, pull ordering system*);

Among the dictionaries and materials we analyzed, 23 four-component logistic lexical units were identified, including the following 2 productive models ($N + N + N + N$ and $\text{Adj} + N + N + N$) and the remaining various inactive models. Including;

N+N+N+N *failure modes effects analysis ; enterprise resource planning system;*
Adj+ N+N+N *fixed quantity inventory model; domestic trunk line carrier;*
N+Adj+N+N *logistic foreign trade zone –; N+Prep+N+N earnings before interest and taxes;*
Adj+N+V+N *electronic data interchange association;*
n+N+Adj+N *5-point annual average;*

Five-component logistics units do not make up a much larger amount. They are formed under the following models;

N+N+Prep+N+N *delivery performance to request date; delivery performance to commit date;*
Adj+N+V+N+N *logistic data interchange standards association-;*

Conclusion

Lexical units in transport logistics are characterized by single-component and multi-component lexemes, especially their simple and complex types of lexemes. Affixal lexemes are also productive in the field of logistics, in particular, they are characterized by prefixal, suffixal, prefixal-suffixal types. Lexical-level units belong to multi-component complex words and are grouped into three types of lexemes according to their level: stem, derivative, complex, primitive compound, and compound lexeme types.

The analysis of the logistic terminological system in the compared languages revealed that the main features of the structural proportions of multi-component language units and combinations, the syntactic connection of types and forms with terminological elements, ensure their structure.

Thus, it can be concluded from the results of the analysis that we prefer the one-component lexical units in the affixation method, and the multi-component units in the N + N model. Admittedly, the existence of a large number of inefficient models indicates that the system of logistics terminology is on the way to formation and development.

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