

REQUIREMENTS FOR PASSENGER VEHICLES AND DRIVERS IN ANDIJAN CITY

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Annotation. In this article, information about ways of development in the transportation and management of passengers is written in detail. In addition, information about the route system in road transport, passenger flow and methods of its study, passenger and cargo transportation, indicators and management methods of passenger flow in urban passenger transport It is widely covered, and more specific information is provided about the passenger transport vehicle and the requirements for drivers.

Key words: Andijan City, passenger vehicle regulations, driver requirements, vehicle safety standards, transportation laws, licensing regulations, traffic rules, vehicle inspection, public transportation guidelines, driver qualifications.

The current period is characterized by the rapid development of cities, the improvement of improvement works and the sharp increase in the number of city residents. In such conditions, provision of high-quality transport services to city residents requires further development of city passenger transport, development of new and more efficient ways of transportation [1,2,3]. The organization of road transport in the city transport network has its own characteristics. It should be noted that the main complexity of the management of passenger transportation processes in cities is the uncertainties in the formation of transportation flows [4,5,6,7,]. The impact of most factors affecting the size of the passenger flow is changing over time and has a probabilistic character. The formation of passenger flows is also influenced by the time of day, days of the week and seasons of the year[8,9,10,11].

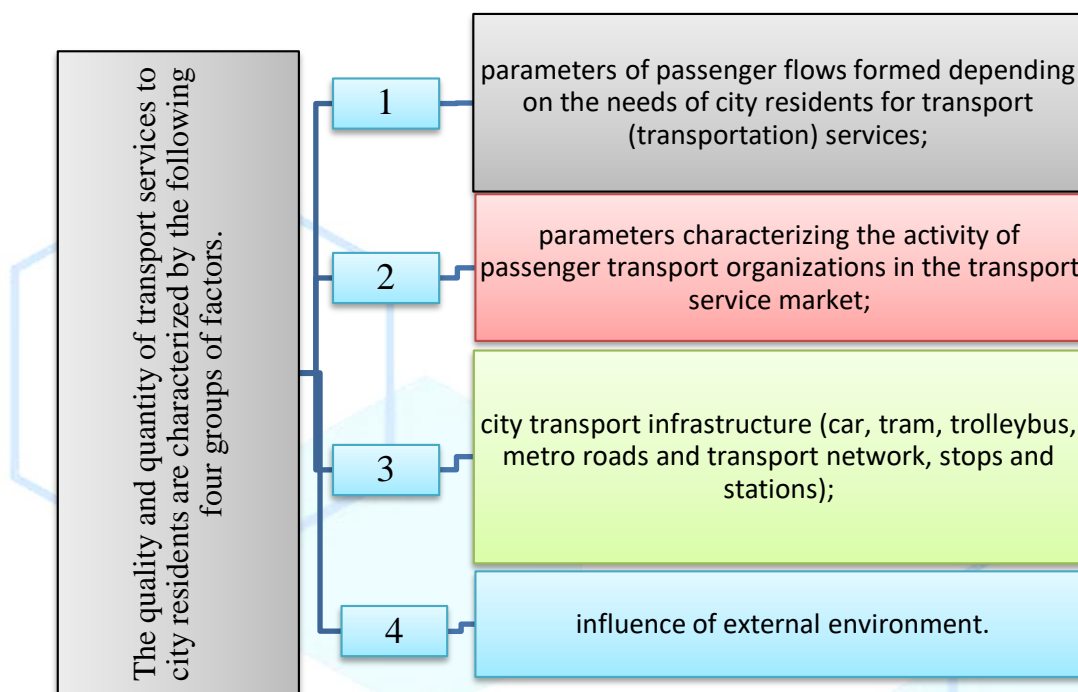


Fig 1. The quality and quantity of transport services to city residents are characterized by the following four groups of factors.

The demand for urban passenger transport services can be estimated based on the study and analysis of passenger flows[12,13,14,15,16,17]. To a certain extent, the study of flows can also provide information about the movement of the population between different territorial districts, areas and addresses of the city territory. Flows arise from the need of passengers to move around the city.

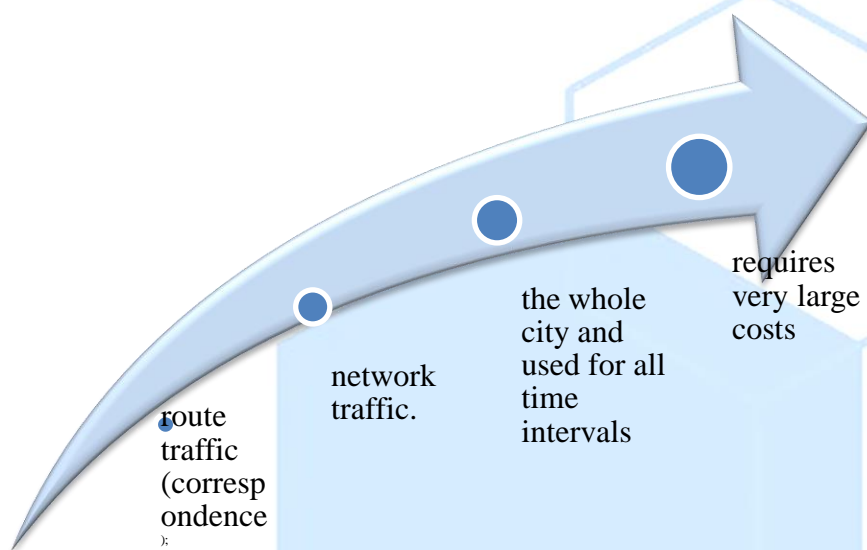


Fig 2. Passenger traffic's types.

Although there are currently many methods of monitoring and analyzing passenger flows, the following two disadvantages are common to all of them:

1) the study of passenger flows is carried out in a certain area of the city at a certain time interval, however, the results obtained in this case are generalized to the whole city and used for all time intervals;

2) the studied situation belongs to the past, but its results are used for future solutions. In other words, the studied passenger flow is the result of the actual fulfillment of the demand for transport in the past, and the expected flow in the future may be different from it;

3) the study and analysis of flows is a very labor-intensive activity (thousands of man-hours), which requires very large costs. The problem can be solved through mathematical models that reflect the connection between the volume of transportation expected in the future and the factors that cause the movement of the city's population[18,19,20,21,22]. It is important to take into account the factors of the following three groups that shape the transport mobility of the population when determining the future sizes of passenger flows (Figure 1):

The first group of factors allows to characterize the conditions of passenger transport: city plan and planning; location of residential areas, cultural recreation areas, trade centers and industrial enterprises, field yards; road network and infrastructure location; the observed time - season, month, days of the week, hours of the day, etc.

The second group of factors characterizes the population's demand for passenger transportation. The segmentation of this demand depends on the social and professional structure of the city's population. This largely depends on their requirements for the price of the transport ticket, speed of movement, convenience, reliability and safety[23]. The indicator of grouping of passengers' demands for urban transport can be a socio-economic assessment of the time spent on their movement[24].

The third group of factors is explained by the competitive environment of urban passenger transport. Carriers with various forms of organization and ownership participate in the city transport service market: joint-stock companies, limited liability companies or private entrepreneurs, etc[25,26].

The activity of city passenger carriers is carried out within the framework of the current legal and regulatory provisions and under the control and influence of the city authorities. Management of passenger transportation processes in the city is to effectively meet the needs of the population on the basis of effective planning and management of passenger flows and the delivery of relevant information from the destination to the destination. The purpose, tasks and indicators of the planned transport service are determined by the transportation needs of the population. The logistic goal of public transport activities is to minimize the total costs while being able to fulfill the tasks of providing services to the population [27,28,29,30].

The criteria for providing transportation services to the population is determined based on the extent to which the requirements for the volume and quality of

transportation must be fully met. For example, it is necessary to ensure the exact execution of the established action schedule. The higher the requirements for the level of service, the higher its price. But the price itself cannot be an objective function, so a certain compromise has to be found. The main problem in determining the purpose of the transport service is the need to take into account all the interests of society. In doing so, we should not limit ourselves to taking into account the interests of vehicle owners or public transport companies.

Due to this, it is necessary to take into account the implementation of the following stages in order to achieve the goal based on the formation and application of the strategic logistic management model of passenger transportation processes in the city:

Stage 1: the political and social goals of the city management bodies to improve the quality of passenger transportation processes in the city and justification of ways to achieve them;

2nd stage: to determine the factors affecting the criteria for the population's choice of means of transportation in the city, to influence these factors in order to increase the convenience of city passenger transport;

Step 3: determine the costs necessary to ensure the development trajectory of the logistics system, compare them with existing opportunities and, if necessary, identify sources of additional opportunities.

Based on the performance of the above steps, the necessary levels of the indicators of passenger transportation service impact on traffic safety will be determined.

The following can be indicated as such indicators:

- 1) walking distance to the stops of the passenger transport route;
- 2) operational qualities of the passenger transport vehicle (capacity, ease of walking, etc.).

Regardless of the ownership of the buses, they mainly run on predetermined routes and provide transport services to the population.

The concept of route is important in setting and solving issues of organizing and managing passenger transportation processes. In short, it is necessary to implement the political and social goals of the strategic logistics management model of passenger transport processes in the city. The analysis shows that the importance of transport in the private sector is increasing day by day. The main reason for this is the creation of various forms of private ownership, the adoption of laws and decisions on the development and protection of small and medium-sized businesses, and the creation of conditions for free competition between them and their protection by law.

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