

IMPROVING STATE REGULATION AND SUPPORT OF THE TRANSPORT LOGISTICS SYSTEMU

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Abstract: in this article regulation of public transport passenger system A conceptual approach to state regulation of urban passenger transport. Basics of state regulation of urban passenger transport, information and solutions about the direction and possible forms of state support

Key words: licenses, Public transport, GPS system, conceptual approach, "transport market entities", transport-logistics complex, model of transport-logistics complex, "Top-down" pyramid.

INTRODUCTION: In the Resolution No. 308 of the Cabinet of Ministers of the Republic of Uzbekistan dated November 13, 2013, "On organizational measures to further improve the urban passenger transportation system, urban passenger transportation in the city of Tashkent in 2014-2015 A comprehensive program of measures for further improvement of the transport organization system has been approved. In the program: to improve the efficiency of the organization of passenger transportation, to systematically study bus routes, the flow of passengers in all types of public transport in Tashkent, to determine the reasonable number and mode of operation of traffic in terms of type and capacity determination.

A part of the state duty funds paid for the issuance of licenses for car transportation is transferred to the Department of Licensing and Coordination of All Types of Passenger Transport of the Tashkent City Hokimat and to the Agency of Road and River Transport of Uzbekistan (for cargo transportation) and in the city financing at the expense of the funds used in accordance with the legislation for the development of passenger transportation.

Introducing a fundamentally new system of using mobile content: - to gradually close 4 routes of directional taxis, shorten the length of 18 routes and change the traffic pattern of 15 routes, eliminate duplication of directional taxis;

- effective use of large and medium-capacity buses in one direction depending on the intensity of the passenger flow at different times of the day and the intensity of the passenger flow at different times of the day and the carrying capacity of the city streets;

- to reduce empty journeys, to ensure the connection of bus and taxi routes with metropolitan stations and the end points of electric transport;

- revision of damaged bus routes by replacing Mercedes-Benz buses with 17 Isuzu buses on routes with low passenger flow.

Adherence to the schedule and intervals by installing electronic terminals that record the time of arrival and departure of vehicles on the last routes, as well as information boards that reflect the operating mode, exact schedule and intervals of the bus routes at each stop strengthen the discipline of doing.

Organization of specialized motorcades for the transportation of passengers by taxis within bus shelters, equipping them with qualified drivers and modern rolling stock that meets the safety requirements of passenger transportation.

Improvement of cost accounting by establishing an automated system of inventory accounting in passenger transport enterprises of Tashkent city.

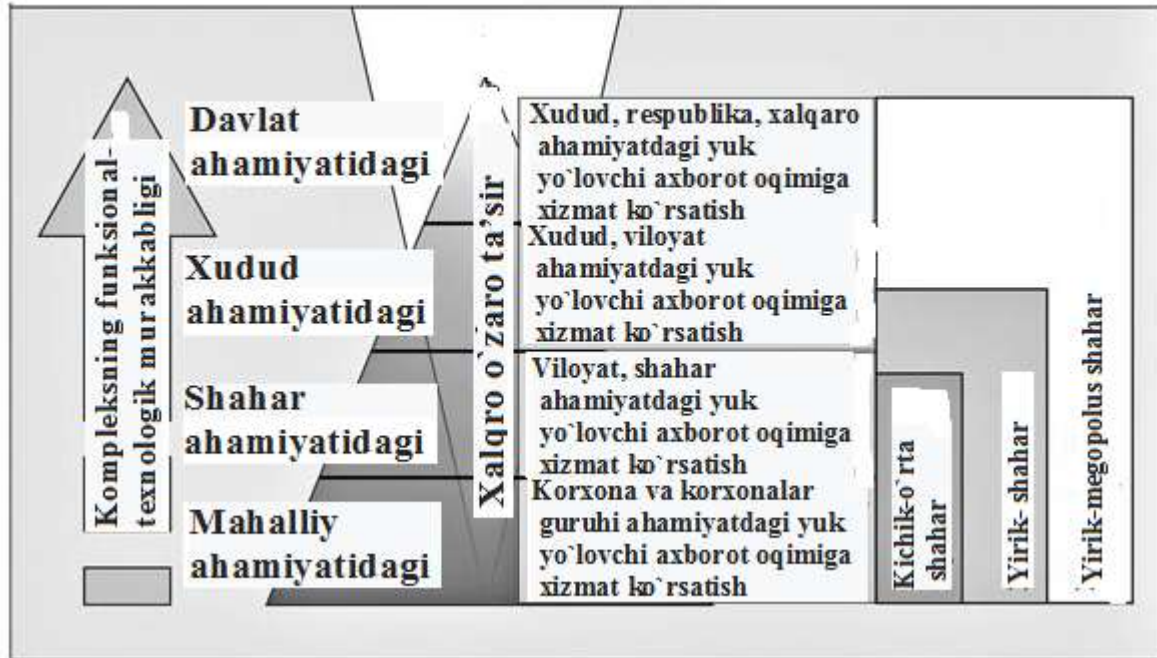
Reducing the production costs of urban passenger transport enterprises by introducing a mechanism for centralized purchase of spare parts and materials for rolling stock through "Toshavtotamirkhizmat" UK by conducting tenders in the prescribed manner.

Optimizing the number of management staff of bus depots, tram depots and related services in order to reduce passenger transportation costs and reduce costs.

Increasing the profitability of the financial and economic activities of the city's public transport enterprises by expanding the provision of paid services to the population and organizations, including private carriers, directing the profit to partially cover the losses incurred from passenger transportation in the city.

Systematic timing of each direction of city passenger transport in order to determine a realistic prediction of revenue on the line.

Transport-logistik kompleksning funksiyasi



The main goal of any measures to regulate transport activities is to ensure sufficient volume and satisfactory quality of transport services for all groups of industrial consumers of transport services and the population.

Therefore, any move by regulators and local authorities to restrict or direct transport companies should be aimed at improving customer service.

Tasks of state regulation of transport activities:

- basic transport operations should be regulated taking into account the interests of public safety (traffic and environment);
- in many cases, transport is a natural monopoly, which hinders its development;
- transport is often highly competitive. This leads to lower wages for workers in the industry;
- transport often requires an international agreement, which determines the need for state agreements;
- together with transport, material and technical supply and communication system, it is a component of the infrastructure of the national economy and, at the same time, it is a means of stimulating its development;
- Transport is a central link in the elimination of emergency situations and plays an important role in ensuring the country's defense capabilities.

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CONCLUSION: Despite a number of positive changes in the creation and improvement of the transport system of Uzbekistan, there are a number of problems that reduce its overall efficiency. Without their solution, the transport sector cannot meet the growing demand of the economy and the population at relatively low prices, while at the same time diversifying the geographical routes of cargo and passenger transportation, fast and reliable.

At the same time, the level of containerization of cargo transportation in Uzbekistan lags far behind the pace of development of global container transport, which is associated with a lack of containers, specialized terminals, logistics facilities and transit transportation.

Thus, the private container palace of "Uztemiryul Container" OJSC - the main operator, consists of 550 20-foot containers, and in 2018, 149,648 containers were processed, the total tonnage of which increased.

2 million 363 thousand cargo container turnover in 2018 is 307 638.8 thousand / ton km. Today, the most important problem is the lack of access to public transport services.

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