



"Ensuring The Sustainable Functioning And Sustainable Development Of The Transport Sector By Optimizing The Non-Core Assets Of Uty Jsc Republic Of Uzbekistan

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ABSTRACT

This article focuses on the operational planning and management of rail transport with the support of information systems. The sectoral and specific information systems present the major support for management decisions. Timeliness, accuracy and validity of the information has a significant share in decisions particularly in stochastic process that is transport. In field of Slovak Railways the infrastructure manager has built the Operating information system, which helps manage those decisions. A separate part of OIS consists Shift plan, which is the basic document for the operational management of traffic on the Slovak railways. It is important to note that the information systems decide on a particular real situation. Our paper deals the process for planning and managing the railway running with this OIS.

Keywords:

Operational information system, Infrastructure manager, Railway undertaking, Management.

Introduction

Historically, Uzbekistan played an important role in transport between Central Asia and Russia and railway was the main mode used. Railway traffic declined after the collapse of the FSU but rebounded strongly in recent years as the economy and trade expanded. In 2018, UTY transported 94.8 million tons of cargo and 22.6 million passengers. Its freight turnover was 22.9 billion ton-km and passenger turnover was 4,329 million passenger-km. About half of freight turnover was for import, export, and transit freight. The main commodities carried were cement, building materials, fuel, minerals, manufacturing inputs, chemicals, and fertilizer. As efforts to expand regional economic cooperation and integration gather pace, trade between Asia and Europe have been increasing and countries have been addressing critical bottlenecks on regional

transit routes. This is expected to lead to new and expanded traffic opportunities for railway undertakings, including for transport of bulk commodities and containerized traffic.

Rail and road transport are the two leading transport modes for exports and imports. Rail is generally the least cost mode for most longer distance consignments. Road transport has advantages for shorter distance traffic, is more flexible, and has benefited from improvements in the road network over the past two decades that have lowered road user costs. In 2018, railway attracted 66% of export cargo volume, 85% of import cargo volume and 84% of transit cargo volume. While railway remains the dominant mode for transporting traded goods, the share of road transport rose steadily during 2015–2018, particularly for export cargo.

Transport is one of the key factors in the development of any modern society. Transport alone is not an aim but a means of economic development and a prerequisite to achieving social and regional coherence. The provision of rail infrastructure is a key precondition for achieving a competitive at rail service market. Management and operation of infrastructure carried out by the Infrastructure Manager (IM). It is generally owned by the state. This body is responsible for non-discriminatory access by railway undertakings (railway undertakings) providing transport of trains in passenger transport and freight transport. The access of RU to railway infrastructure is a complex process, which is defined by precise legal conditions and procedures. But also it provides the infrastructure manager space for business and marketing behavior . The railway undertakings as customers purchase the infrastructure manager of railway infrastructure capacity in the form of train paths. Allocation of railway infrastructure and its assessment presupposes knowledge of technology traffic control, track line technology, and economic implications of these processes. This complex question is closely related to the determination of railway infrastructure capacity, which represents the maximum potential offer of infrastructure manager. The compiled timetable is operating plan and offer to potential customers [3]. The basic precondition in managing the issue is a defined process management of railway infrastructure capacity, particularly in determining the procedure for identifying the model railway infrastructure capacity [2]. This process depends on the definition of optimal performance permeable elements of railway infrastructure and is also an important basis for decision making on investments for its development.

In the conditions of a liberalized transport market, it is necessary to select the information according to the new criteria. They result from the different actors in the transport market, whose existence is the result of the transformation process . Transport market rail transport performs on the supply side, railway undertakings offering transport performances

for the transport of persons and goods in space and time. On the demand side is the customer who requires relocation to specific destination. The customer can be the carriers themselves, for whom a service is provided or the intermediary, such as a freight forwarder. [1] The customer buys a transport service - transportation. On the market of transport services in rail transport are also other entities - mainly the infrastructure managers. From these railway undertakings buying the railway infrastructure capacity. Special categories are the regulators. What is important is perfect cooperation between various entities involved in the final product, because the end customer perceives the quality of the transport process as a whole . That of rail transport means in particular the coordination of technological processes, IM and railway undertakings. When evaluating the tasks of information system is necessary to know the relationships and technological processes in the processes of railway traffic and transport operation, as well as economic relations .

On the side of the IM are the business processes (in terms of operational processes) supported by information systems ensuring supervision of railway routes and traffic management on the railroad. In addition to these two groups it uses them for IS to ensure communication with other infrastructure managers to support decision making (management information systems) . The IM on Slovak Railways (ZSR) has for its activity created several information systems that support the activities linked to the fulfillment of their main activities as well as ancillary activities. Basic information systems built to support the "core business" of the Infrastructure Manager is operating information system (PIS). It is based on the proven technology of dynamic motion tracking, status and composition of all kinds of trains on the network of Slovak railways. Its principal task is a strategy encompasses the whole operation of infrastructure and transport of infrastructure with one compact IS [1]. Entering information into the system requires precision and observe the time limit in order to avoid hampering traffic operations .

A further development and the development of information technology for railways is a comprehensive operating information system (PIS). Its principal task is a strategy encompasses the whole operation of infrastructure and transport of infrastructure with one compact information system (IS) [6]. The allowance approached the functionality of current information systems to support traffic management on Slovak railways. It is important to note that the information system decides on a particular situation. IS only provide comprehensive support for making a decision to be taken by designated manager.

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