

Privileges In Railway Transport And Their Peculiarities

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Annotation: Transport privileges; Uzbekistan Railways; competence of employees and managers; level of design development;

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It is aimed at strengthening the role of management science in the socio-economic development of the country, liberalizing the management of scientific and technological development, improving the level, quality and relevance of scientific research, technological and design developments, creating conditions for their effective use.

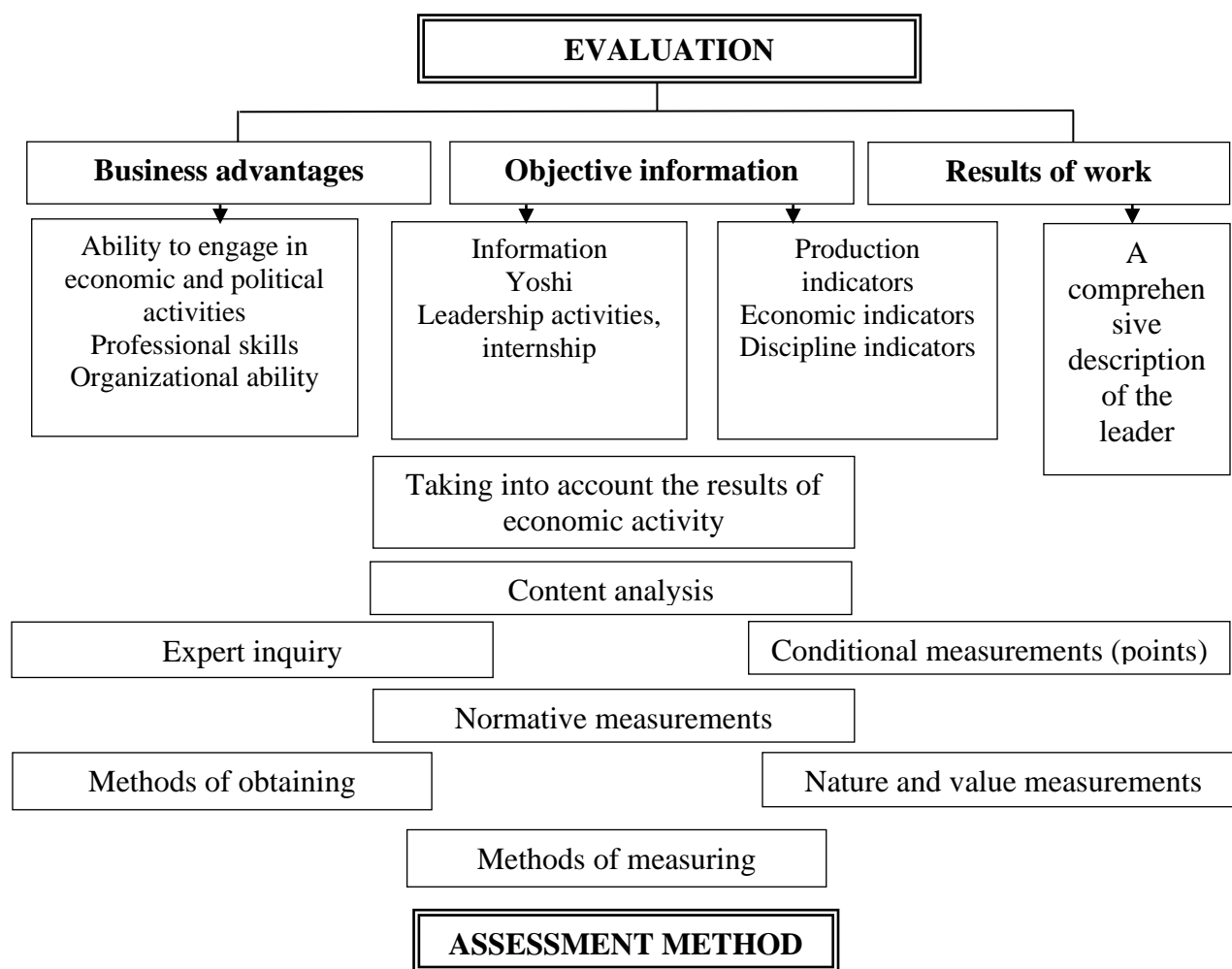
Resource saving leads to an increase in production efficiency on all parameters. In this regard, based on these characteristics in the railway industry, the main direction in the current conditions of economic liberalization is the placement of personnel of JSC “Uzbekistan Railways”, their training and on this basis to achieve economic stability. In recent years, the company has been provided with a high level of specialists and staff in order to fulfill the tasks set by the Government of the Republic of Uzbekistan. Additional needs for manpower in the production process were met by the training center of JSC “Uzbekistan Railways” and young graduates.

In our opinion, one of the main directions of improving the management system in this area should be the training and retraining of personnel in the industry in accordance with the network program. At the same time, the development of the system of continuing education provides for: vocational training of workers; professional development of workers; formation of secondary special vocational education; training of highly educated personnel.

In practice, the professional training of workers is carried out on the basis of the needs of the industry in qualified personnel under the annual training program. In this case, the staff:

- In the training center of JSC “Uzbekistan Railways”;
- In railway professional colleges;
- In higher educational institutions of the Republic (Tashkent Institute of Railway Engineers and others) are trained on a contract basis.

We propose an objective and comprehensive assessment of the potential of management and managers in railway transport, their selection and appointment based on the scheme shown in Figure 2.2.1. In this scheme, we based on the business qualities, professional pedagogical skills of management staff and managers, different analysis methods, we have selected their economic, production and disciplinary indicators, information availability, and labor performance as quality indicators.



Method of assessing the capacity of management staff and managers in railway transport.¹

A comprehensive analysis of the results achieved in the development of the railway industry of the Republic shows that in the future the main focus will be on achieving sustainable development of the industry,

In order to create the most optimal options for management decisions, it is necessary to further improve the legal, economic, organizational and regulatory framework, as well as to improve the skills of staff. Particular attention should be paid to the training and retraining of railway personnel. This is due to the fact that the industry places great demands on the trained personnel due to the demands of the times.

It is necessary to ensure that in the future they will receive preferential education in higher education institutions, to strengthen the mechanisms for improving their knowledge and skills in retraining courses.

In our opinion, the main directions of improving the management system in the railway sector in the current situation should serve the following purposes:

- To study the experience of foreign countries in this field in order to increase the knowledge and skills of trained specialists;
- Regular sending of specialists for internships in foreign countries;
- material and moral incentives for highly qualified leaders;
- Ensuring that personnel master modern equipment and technologies and perform services based on them.

The railway network is one of the most labor-intensive sectors of the economy. In other words, a lot of manpower is spent on services in railway enterprises.

¹Source: author's development.

This means that the amount of wages in the cost of railway products is much higher than other costs, or the unit of labor expended, represents less product production than processing plants. All this requires a deeper study of the use of labor resources and its promotion in the railway industry.

At the current stages of socio-economic development of the railway industry, the role of personnel is very large.

In today's conditions, the role of highly qualified personnel will increase, as they, together with scientists and engineers, will remain a major force in the development of the process of technical development.

In our opinion, it is necessary to solve the problem of personnel in a targeted manner, to direct their work to the development needs of society. At the same time, the solution of the personnel problem should be based on the following features:

- Planned and moderate distribution of personnel in the economy, its sectors and individual enterprises;
- Continuous improvement of the cultural and technical level of employees;
- systematic training of labor resources. The constant improvement of their skills is done at the expense of the state;
- Continuous improvement of living standards of employees, etc.

The staff of the railway network is also divided into categories according to the functions they perform - workers, engineers and technicians, employees, small service workers and students.

It should be noted that the personnel structure is constantly changing as a result of scientific and technological progress. Because in the conditions of liberalization of the economy, the use of high-efficiency machines and mechanisms in production processes and conveying on the basis of automation of production require increasing the level of knowledge of workers.

Introduction of scientific and technical achievements in the production in the context of modernization of the economy, the mechanization of management work simplifies the process of doing this work and requires a high level of skills of managers. All this affects the personnel structure,

It will reduce the share of workers and employees due to an increase in the share of engineers and technicians.

Rapid introduction of scientific and technical achievements in the railway network, automation of management processes and continuous training of workers will create opportunities to overcome the problems in this area.

One of today's requirements is to improve the management mechanism of the training system for the railway industry, to identify promising areas of training for the labor market. The task of improving all socio-economic and organizational measures to increase the effectiveness of training can be divided into two main parts:

- a set of measures to help bring training in line with the requirements of a market economy;
- mutual harmonization of training system and labor market requirements.

Targeted development of management decisions for the formation of the organizational and economic mechanism of management of the railway network, on the basis of which the implementation of economic laws, evaluation of management functions, evaluation of the specifics of production development is effective, and the organization of management is important in the development of productive forces, increasing the volume and quality of transport services provided.

In a competitive environment, the role of highly qualified personnel will increase, as they, together with scientists and engineers, will remain a major force in the development of the technical development process.

It is necessary to solve the problem of personnel in a targeted manner, to direct their work to the development needs of society.

Rail transport is the lifeblood of the economy. This type of transport is even more important for Uzbekistan, which is far from the sea routes to the world's oceans and away from international transit routes.

Taking this into account, in the first years of independence, the First President put forward the idea of creating a unified and unified railway system of the country, paying special attention to the formation of infrastructure in line with modern requirements, adaptation to international standards.

As a result of these efforts, today more than 4,000 kilometers of main railways in Uzbekistan fully meet international standards. At present, railways account for about 70% of the country's freight traffic and 80% of the total volume of freight for export and import.

The rights of persons with privileges in the use of railway transport as well as the Agreement on Mutual Recognition of the Rights of Persons Equivalent to them, the laws of Uzbekistan, the Decree of the President of the Republic of Uzbekistan dated December 22, 1992 "On the annual winter vacation of schoolchildren and students of the Republic of Uzbekistan", it is enshrined in the decisions of the Cabinet of Ministers and other normative legal acts.

In particular, it was approved by the Resolution of the Cabinet of Ministers No. 109 of April 13, 2012 passengers in the railway transport of the Republic of Uzbekistan. According to the rules of baggage and cargo baggage transportation, the following persons are entitled to free travel (departure and arrival) on the railways once a year:

Heroes of the former Soviet Union and persons awarded three degrees of the Order of Glory (travel around the CIS);

- from wounded servicemen, workers and servicemen to war invalids of the 1st and 2nd groups and persons equated to them (travel within the CIS);

- Disabled people at the Chernobyl nuclear power plant (on the territory of Uzbekistan).

The right to travel (departure and arrival) once a year with a discount of fifty percent of the full value of the ticket on the railways is given to the following on the exchange of coupons and issuance of a certificate:

- Group 3 war invalids;

- war veterans and persons equated to them (within the CIS). Persons entitled to travel once a year (departure and arrival) with a fifty percent discount from the full cost of a ticket on the railways, at their discretion, a free walk (return and return) is provided once a year instead of two-year coupons (current and previous or current and next year).

In this case, such a walk in the right direction is issued instead of two "return" tickets, and to return - instead of two "single" tickets. This procedure also applies to persons with Group 3 war invalids and war veterans.

Group 1 to persons observing war invalids (not more than one observer), instead of coupons, once a year (departure and arrival) a fifty percent discount on the full value of the ticket is given.

Only current year's coupons will be taken into account when issuing a ticket to an observer. Last and next year's coupons will not be considered. Free tickets will not be issued to the observer instead of coupons.

In order to receive a discounted ticket, the following documents entitling to receive a discount must be submitted to the ticket office: "War invalid's certificate", "War Certificate" or "Certificate of Privilege". Railway transport workers awarded the badge of "Honorary Railroader" have the right to free travel (travel and arrival) throughout the CIS during the year, which requires a certificate of service and a written railway ticket.

Also, within the Republic of Uzbekistan, persons awarded the Order of "Healthy Generation" of the first degree are free once a year,

students of higher education institutions can get a round-trip ticket every year from December 20 to January 10, and students from October 10 to May 1 with a fifty percent discount.

In addition, in accordance with the Regulation "On free travel of deputies of regional and district councils of people's deputies in passenger transport and the procedure and conditions for settlements with transport organizations", approved by the Cabinet of Ministers on April 2, 2014 No 78 the deputy of the regional and district council has the right to free travel in the territory of the relevant region, district in which he is a deputy, including passenger transport, except for railway transport (except for taxis and urban passenger transport).

Hand luggage is defined as the norm of carrying up to several kilograms of cargo by passengers in a wagon, and the dimensions of hand luggage are defined. Also, each passenger (full or children's ticket) has the right to carry with him a hand luggage not exceeding 36 kg. Two-seater coupes are allowed to carry 50 kg of hand luggage.

It is not allowed to place hand luggage in places intended for passengers, as well as in the passages between the seats, corridors, wagon platforms (drums). In addition, it is prohibited to carry large items (more than 180 centimeters in the sum of three dimensions) as hand luggage.

Transportation of hand luggage in excess of the norm (but not more than 50 kilograms) by passengers on intercity passenger trains must be paid according to the baggage tariff. It is allowed to carry more than one unbroken bicycle in the drums of intercity passenger trains.

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