

Formation of Technical Policy of Motor Transport in the Republic of Uzbekistan

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Abstract

The "motor transport" Law of the Republic of Uzbekistan defines the ways of state regulation of motor transport activity in the Republic of Uzbekistan. One way is to implement a single science and technology policy.

In this article we made an attempt to form a unified technical policy by applying methods of system analysis.

It is noted that the uniform technical policy is formed by working out and introduction of technical regulations and standard documents in the field of technical regulation at stages of designing, manufacture and operation of motor transport.

We made a conclusion that the developed technical regulations and the state standards are basic standard documents in formation of a technical policy on motor transport of Republic Uzbekistan.

Keywords: motor transport, technical regulation, technical policy, technical regulation, vehicle safety

INTRODUCTION

In order to develop motor transport and create a civilized market for motor transport services in Uzbekistan, it was adopted a number of laws, regulations and regulatory documents in the technical area.

"The Motor Transport Act" establishes that the main ways in which the activities of motor transport are regulated by the State are certification, licensing and implementation of a single scientific and technical policy.

The research highlights the main methods of State regulation of motor transport.

In recent years, a large number of normative and legal acts and regulatory documents in the area of technical regulation have been developed in the area of motor transport.

The research of basic principles and methods of state regulation can be useful for a wide range of specialists in the motor transport industry, teachers and students of higher educational institutions.

METHODS

System analysis methods are used in the research.

RESULTS

It is defined that by formation of a uniform technical policy is working out and introduction of technical regulations and standard documents in the field of technical regulation at stages of designing, manufacture and operation of motor transport vehicles.

It is offered, that formation of a uniform technical policy is expedient to carry out application of methods of the system analysis.

DISCUSSION

The author of the article made a presentation about the topic at the international conference "The experience of creation and operation of motor transport in hot climate conditions" 104 - International Scientific and Technical Conference of the Association of Automobile Engineers of the Russian Federation. Tashkent, 2018. Turin Polytechnic University in Tashkent.

The Article.

The Motor Transport Act establishes that one of the main ways in which the activities of motor transport are regulated by the State is through a single science and technology policy.

A common science and technology policy for motor transport in Uzbekistan is pursued through the development and introduction of normative documents in the area of technical regulation.

The main purpose of technical regulation is safe and quality motor transport service.

A common technical policy should be developed in collaboration with other sectors of the economy, taking into account the interests of motor vehicle manufacturers, carriers

and road safety.

The formation of a common technical policy is expedient by applying system analysis methods.

Let's consider variants when in branch the uniform technical policy is absent and when the uniform technical policy is generated.

First variant, when there's no unified policy.

We assume that there are numerous carriers and operate in the absence of technical policy in the industry.

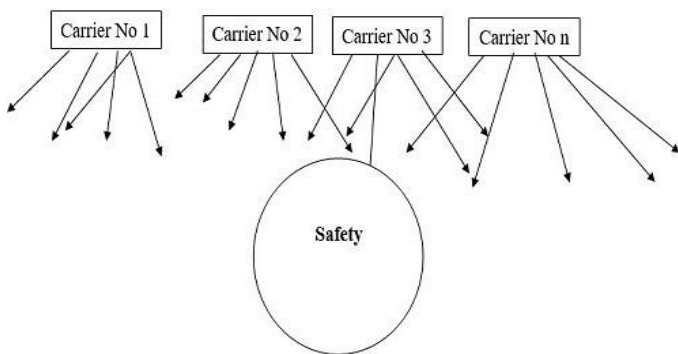
Each carrier has its own solution for the same issue (shown in the diagram by arrows).

As can be seen from the diagram, if there are a large number of carriers (n), from each can come a large number of solutions (i) on the same issue. Let's assume that n equals 2000, and i equals 5. In this case, there may be two hundred million solution options.

So, in practice, there are millions of solutions to one question.

It means that it is impossible to predict the result of an action, there can be any variants. There can be no security guarantees.

Schematically, it has the following appearance (arrows indicate solution directions)



As you can see from the scheme, only some vectors are directed towards safety, and purely by chance.

Naturally, this option does not suit either the service consumers or the state.

So let's consider when the uniform technical policy is formed and operates.

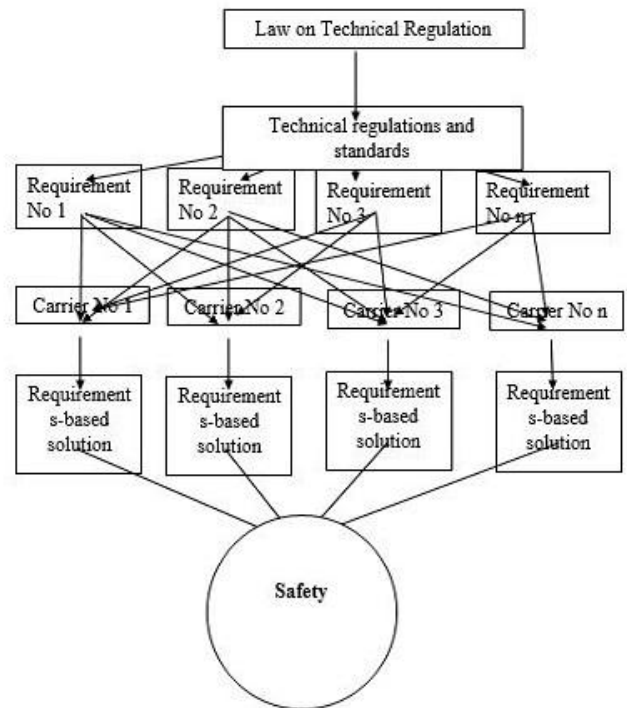
Uzbekistan has adopted the Law "On technical regulation".

The Law establishes that all safety requirements are established by technical regulations, which are the only document establishing safety requirements and are mandatory.

On the basis of the Law, technical regulations establishing

safety requirements are being drawn up, which are binding on all carriers.

Let's consider the above-stated scheme, taking into account that technical regulations are accepted.



The above scheme assumes that all safety requirements of the technical regulations are accepted by the carriers, the carriers in their turn make a decision taking into account the submitted requirements. In accordance with the above law, irrespective of where the carrier is located, and irrespective of its form of ownership, it is required to make a decision taking into account the requirements of the regulations. As can be seen from the scheme, all of them will have to be aimed at ensuring safety.

A common technical policy is formed by developing and implementation of technical regulations and normative documents in the field of technical regulation in the stages of design, production and vehicle operation.

All developed technical regulations and normative documents in the field of technical regulation are aimed at one goal.

SPC (scientific production center) "Uzavtotranstekhnika" together with the specialists of "Uzavtosanoat" SC and the Road-Traffic Safety Department of the Ministry of Internal Affairs of the Republic of Uzbekistan have developed and approved three general technical regulations by the Cabinet of Ministers' resolutions:

- (1) General technical regulations on the safety of vehicle construction according to the conditions of use.
- (2) General technical regulation on the safety of motor vehicles operating on compressed natural, liquefied petroleum gas or a mixture of diesel and gaseous fuels.

- (3) General technical regulation on the safety of wheeled vehicles put into circulation.

The General Technical Regulation on the Safety of Vehicle Construction under Operating Conditions is the first general technical regulation introduced in the Republic.

The regulations were developed on the basis of the Convention on Road Traffic and interstate standards and standards of the Republic of Uzbekistan, and establish requirements for the design of vehicles when they are operated regardless of place their manufacture in order to protect the life and health of citizens, protect the environment, protect the property of natural and legal persons and State property and prevent actions that introduce to mislead motor vehicle buyers.

The objects of technical regulation are:

- Trucks, cars, buses and trains used on public roads;
- Vehicle components that affect the safety of vehicle operation.

Adoption and compliance with the requirements of this general technical regulation to ensure the safety of motor vehicles in operation.

In recent years, the Republic of Uzbekistan has paid increasing attention to the safety of the operation of vehicles equipped with gas turbines.

In order to ensure the safety of vehicles operating on compressed natural, liquefied petroleum gas or a mixture of diesel and gaseous fuels, the Government Decree adopted the General Technical Regulations.

The Regulation establishes requirements for: organizations providing services for the installation of gas-spray equipment on vehicles, its maintenance and testing; the process of installing gas-spray equipment on vehicles; safety for the installation of gas-spray equipment systems; elements of the SNG (synthetic natural gas) and LHG (liquefied hydrocarbon gases) system (must meet the requirements of state standards O`z DSt 35.110:2011 (UNECE Regulations No. 110), O`z DSt 35.67:2011 (UNECE Regulation No. 67)); testing of vehicles with installed gas tank equipment; operation and maintenance of vehicles. with installed gas tank equipment; marking and identification of the cylinders.

The general technical regulation on the safety of wheeled vehicles put into circulation establishes:

- Requirements for the safety of wheeled vehicles put into circulation;
- Procedure and methods of conformity assessment;
- Requirements for identification numbers and marking;
- Technical requirements for individual elements and properties for conformity assessment of vehicles;
- Requirements for overall dimensions, manoeuvrability and weight parameters of vehicles;
- Requirements established for special and specialized vehicles, given their functional purpose.

The Regulations establish that the vehicles put into circulation must meet the requirements of adaptation to the natural and climatic conditions of the Republic of Uzbekistan.

The Ministry of Transport is constantly working to improve technical policy on motor transport with the introduction of scientific advances and innovative technologies.

This year the Ministry of Transport has developed two draft resolutions of the Cabinet of Ministers and 15 draft state standards of the Republic of Uzbekistan, aimed at improving the technical policy in the field of motor transport.

CONCLUSION.

The developed and introduced general technical regulations and state standards are the basic normative documents in formation of technical policy on motor transport of the Republic of Uzbekistan.

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