



TRANSPORT POLICY AS A SYSTEM OF SOCIAL POLICY OF THE COUNTRIES

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Abstract

In this article, the author studied and analyzed transport policy as a system of social policy of countries.

Keywords: transport policy, social policy, countries, main problems, national model.

In the conditions of market relations, the effort to create a developed and effective system of multi-level and comprehensive regulation of transport activities by the state plays a special role. In developed countries, the goals and tasks in this regard are uniform, and important national differences are characteristic of the implementation mechanism, due to the exclusion and privatization of the public transport system reasons.

In the last years of the XX century, transport policy occupies a special place in the social policy system of the states. Transport indicators began to be defined as a way to improve the quality of life by identifying technical data and thereby contributing to the improvement of the efficiency of the national economy. Determining the efficiency of transport as a separate area of the economy in developed countries is not defined by determining the financial, operational and technical-economic indicators, but by the level of participation of the population in the sphere of social and economic life. For this reason, recently, logistics has been widely used as a form of organizing market relations, and transport, as a conveyor of goods and passenger traffic, is playing an important role in actively participating in the achievement of general economic and social efficiency. In this regard, it is appropriate to study the experience of foreign countries aimed at active participation in achieving nationwide socio-economic results.

In Belgium, the provincial town of Hasselt is famous outside the country, because since 1997, ticket machines are not used on buses, and the activities of controllers and conductors have not been established. Public transport was closed in the city and motorists could not use their private vehicles. To address the protests, the government decided to make public transport free for a year. As a result, there was a tendency to





prefer public transport to the private car, and it was decided to extend the trial period. The free ride is funded by the Flemish regional government, which pays 75% of all public transport costs, with the remaining 25% covered by ticket sales. Because of these changes, by the year 2000, the use of public transport increased 8 times, and today it has increased 10 times. In 1996, 360,000 people used public transport, and today their number is 4 million. In general, the figures given in the situation where the population of the city is 70 thousand people are very large.

London's transport system is also undergoing transport reforms at the same time. The transport situation 15 years ago reminds us of the current transport system in Tashkent, overcrowded buses, metro, and growing number of migrants. Mayor Ken Livingston managed to change the situation for the better by making radical decisions. In the first year of the reforms, the city's coffers amounted to more than £80 million in fines for violators. Due to this, the number of cars in the city centre was reduced by 40%. For many Londoners, rising fares have forced them to ditch private cars in favour of public transport. Because such a trend allowed the government to use, the funds obtained from the increase in road fees and traffic fines for the improvement of the city's infrastructure and the organization of traffic.

Since 2002, it was decided to turn the metro into a private-municipal one. As before, its owner was the municipality, and private service companies were engaged in its service. In addition, a positive system of fines has been created in London. All traffic violations were divided into five groups according to severity. The highest fine in the first group was 200 pounds, and the fifth was 5 thousand pounds (fine for drunk driving). In addition to fines, a certain number of points are assigned to each violation, and the meaning of their calculation is that when the maximum number of points (12) is reached, the driver will be deprived of the right to drive for 6 months.

In the city, measures were also taken regarding parking spaces. Only paid parking was allowed on the street, i.e. in car parks for no more than 2 hours and at a charge of £4 per hour. Before Livingstone came to the post of mayor, the government in London also took insufficient measures in the area of transport: the restriction of freight traffic and the construction of a large number of parking lots did not solve the problem. Livingston's direct measures have produced the necessary results in providing an efficient transport system and the comfort of the city's inhabitants.

The Shanghai transport system is a clear example of the development of transport infrastructure for the growth of the city. Shanghai has experienced a second birth, in the last 10 years, a large number of bridges and underground roads over the Nagpur River, multi-link transportation corridors with 8 highways through the entire city, a



modern subway with more than 100 stations, a high-speed magnetic train, and new modern terminals at the city's two airports have been built.

Currently, a high-speed train is being implemented, which, as planned, will unite the Chinese city, lead to the creation of a single urban area, the country will not be separated into cities, but will be perceived as a single whole.

In Germany and the USA, an unusual project - municipal rental of motor vehicles - is being implemented. Its content is that a potential consumer of services determines nearby public cars on the Internet, pays for services through a terminal installed in the salon, registers in the system, goes to the desired place, and then leaves the car there for the next customer to use. In addition, cars of different dimensions are offered: small cars for a large number of people or microliters for going to the office. In the developed countries of the world, the share of automobile transport in the total driver turnover is very large and varies China - 54.4%; France - 85%; Bulgaria - 49.8%; Hungary - 47.5%; Germany - 85.7%; Japan - 59.6%; Poland - 51.2%; Romania - 36.8%.

It is necessary to allocate a leading place in the mastering of passenger transport and passenger circulation to private car transport, because mainly when carrying out cargo transportation at the local level, a large part of passenger circulation has to use. A common aspect of countries' experience in overcoming these difficulties is that they have prioritized the development of urban transport, reducing the number of private cars, or overcome the situation with non-traditional methods (i.e., the construction of new roads). For example, in Greece, you can only go to the city center from the side. On even days, only cars whose number ends with an even number will enter the center or vice versa. In this case, this problem solved by imposing a fine for going to the city center, on separate streets.

The creation of a national model is a key aspect in the development of transport policy. It is acknowledged that a fully functioning national transport model does not yet exist. Sweden, New Zealand, and Japan have come closer to this goal than anyone else has. The UK's transport model is in a state of uncertainty.

The National Transport Model is an operational representation of the national transport policy. It is not an easy task to develop a transport policy in a country, but it is more complicated to create a model view of it. The development of the national model will force a revision of some key aspects of the country's transport policy. First, the transport policy reflects the country's need for the transport process. The second aspect of the national transport model's validity is the way it is implemented, which means that different models of the network will be competitive. The National



Transport Model brings together the country's intellectual streams and thereby creates opportunities for that implementing transport policy management.

Currently, public-private partnerships (PPPs) are widely used in the service sector in the developed countries of the world. All over the world, public-private partnership embodies the mechanism for the implementation of social services, in which the volume of financing from the state budget limits the scope of their activities. Such a trend is observed in transition economy countries and in developed countries, including Germany, the USA, and France, where public-private partnership (PPP) mechanism is actively used in providing services to society.

In the USA transportation network, PPP defined as an agreement between a private enterprise and government agencies for the active participation of the transportation sector in the management of the transportation system. Europeans consider the construction, restoration, and modernization of transport infrastructure objects, which considered the competence of state bodies, as a factor of attracting financial resources.

Major transport projects overseas have direct and indirect benefits. However, in the context of regularly decreasing state budget resources, it is necessary to attract new sources of financing, thanks to which stakeholders can participate in the implementation of transport policy projects on a participatory basis. The following may be the sources of profit from the projects:

- Tolls through certain sections;
- Cargo transportation fee and other payments;
- Additional taxes and fees from the users of vehicles;
- providing loans and other resources on favorable terms to the enterprises involved in the implementation of the project.

Conclusion

It is necessary to implement radical measures to solve transport problems in our country, relying on foreign experience. Because the economic condition of the regions, the efficient operation of the industry and the investment attractiveness depend on the condition of the transport infrastructure.

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It is appropriate to include the following among the main problems of the transport infrastructure:

- Limited access to radical highways, which stops the development of urban agglomerations in the main areas of development of new territories;
- Low level of coordination between legislative institutions and agencies in solving joint tasks in the development of transport infrastructure;
- Inadequate use of public-private and district-private partnership mechanisms in solving the tasks of developing certain segments of the transport infrastructure, which at this stage are limited to a number of projects implemented on the basis of concession contracts;
- The existence of a number of problems in the field of transport-logistics services (for example, unreasonable use of warehouse real estate and unjustified increase in rent for warehouse buildings, which leads to losses in the shipment of goods), etc.

It is desirable to achieve the above-mentioned priority directions of operation and development of transport infrastructure based on solving the following interrelated tasks:

- Increasing the ability to start construction of existing and new expressways, which will reduce the pressure on highways in the center of the region;
- Ensure the purposeful use of financial resources received from state, regional and private sources, including the public-private partnership mechanism, for the development of transport infrastructure as part of the general infrastructure of the regional socio-economic system;
- Use of modern information technologies that ensure effective operation of transport infrastructure.

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