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**ON PROVISION OF TRANSPORT COMMUNICATION IN
MOUNTAIN AND SUBURBAN AREAS OF THE REPUBLIC OF
UZBEKISTAN**

Annotation: This article provides information on strengthening transport security in recent years. Transport safety has become one of the most pressing problems worldwide. Especially railway transport communications have always been and will be a zone of increased risk. Today, the creation of an increasingly ramified and complex transport infrastructure requires solving security problems and acquires special significance, since it is an essential element of modern civilization as a whole

Key words: Transport security, the problem of transport security, the relevance of the security problem.

At the present stage of development of society and economy, the growing role of the transport sector is characteristic. As a system-forming factor of development, transport has an active influence on the state of the economic, political, social, military, technological and other components of national security. The national security of the Republic of Uzbekistan significantly depends on ensuring transport security. The issues of strengthening transport

security in recent years have become one of the most pressing problems all over the world. Transport communications have always been and will be an area of increased risk. Today, the creation of an increasingly ramified and complex transport infrastructure requires solving security problems and acquires particular importance, since it is an essential element of modern civilization as a whole.

The problem of transport security is inextricably linked with the problem of life safety and the survival of the world community, since they are the main reason for the existence of mankind [1].

Security, as such, should be considered as a complex system, which includes components from different spheres of human activity, society, state and the entire world community.

According to representatives of science, politics, education, who study economic, medical, food, biological, military security - all this in the scientific sense should be interpreted as systemic security. Transport safety is not an exception, and a scientific and methodological approach on a formalized basis should be developed to its study, which makes it possible to give and predict a quantitative assessment of hazard-safety. There should be a single methodology, scientific, methodological and analytical apparatus, which would be the basis for use in various fields and industries of researchers, engineers, technologists and practitioners [2].

In transport, the concept of "risk management" has not yet been sufficiently studied and researched. Prominent scientists of the Republic conducted their research in this area.

Active measures to ensure the safety of the railway in suitable and mountainous areas are to establish a safety management system, the purpose of which is to maintain the protection system. The created safety maintenance system must control the state of the object and the environment surrounding the object, and thus the principle of protection will be implemented.

In this regard, the technological space is poorly organized. With his created technological potential, a person is not able to influence the development of natural and man-made disasters, and therefore to manage them [3]. An uncontrolled technological space is dangerous, since its lack of structuredness reduces the possibility of predicting its development, and hence of its management. It follows from this that technological development must be introduced into a controlled corridor.

The preservation of the security space, reflected in the law, requires the definition of the concept of "system security", which should include all types of danger, such as state, military, economic, social, financial, environmental, legal, scientific and educational, personal, agricultural, medical biological and, of course, transport.

Each of the listed dangers is based on its own functional model, reflecting the professional side of the system's functioning, and should be built according to a hierarchical principle from a large scale to a personal one [4].

Despite the different content (professional) of the listed hazards that make up system security, their formalized description can be carried out using a unified methodological approach. The use of this approach in the analysis of hazards makes it possible to establish general patterns of the occurrence of hazards, regardless of their functional affiliation. The property of safety allows the object to be reliably protected from the effects that are dangerous to it.

I would like to emphasize that the opinion about the equivalence of safety and reliability of the system is not entirely correct. Reliability is determined by probabilistic indicators characterizing the system's response to failure, i.e. an event that consists in disruption of the system's performance due to changes in its parameters, sudden or gradual failures [5].

It is known that the mechanism of the theory of reliability is as follows. According to the statistical characteristics of the failure of elements, the indicator of the reliability of the system is determined in the form of a function

that describes the operability of the system in case of failures. This dependence allows you to recalculate the initial data into the resulting criterion.

The theory of reliability is based on an event as a one-time act that allows, in the case of multiple repetitions, to determine the likelihood of its consequences.

The fundamental principle of safety theory is that it is inadmissible to proceed only from the multiplicity of phenomena that have dangerous consequences. One catastrophe is enough for the destruction of the system. System security is based on the need to monitor dynamic processes, and not only to monitor individual events.

It follows from the foregoing that, methodologically, the theory of safety is broader than the theory of reliability, therefore it will be used to study individual aspects of safety.

In the theory of systems security, in the study of the risks of crashes, accidents, catastrophes, it becomes necessary to search for other methods of assessing danger or safety outside the framework of reliability.

At the same time, the concept of risk as the probability of hazard with damage was adopted several decades ago in the theory of reliability. At present, the interpretation of risks, especially those that are managed, is based on the concepts of chains of events and their various measures, not only probabilistic.

To ensure the safety of the railway in mudflow and mudflow hazardous areas of the Republic, it is necessary to substantiate effective methods and means of increasing the safety and stability of the functioning of railway transport in emergency situations (mudflows and landslides in mudflow hazardous areas).

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