



DEVELOPMENT OF ORGANIZATIONAL CONDITIONS FOR THE INTRODUCTION OF SITUATIONAL MANAGEMENT METHODS IN PUBLIC TRANSPORT

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ABSTRACT: - Automated dispatching management of urban passenger transport from situational management methods to technology improvement factors in the development of practical recommendations for use are given.

KEYWORDS: Public transport, dispatch management system, automation, alternative, situational management, factors.

INTRODUCTION

The main direction of increasing the level of automation of the main functions of the urban public transport passenger dispatching department operating in the conditions of high-density traffic flows is the use of situational management principles that ensure the effective solution of the following tasks:

- a) automatic detection of the situation based on pre-configured and described features in the system;
- b) comparing the recognized situation with possible alternative actions of the dispatcher;
- c) evaluation of each alternative complex using pre-developed formal criteria;
- d) provide the dispatcher with estimates for the final selection of the control effects set.

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At the same time, the influence of a number of factors that negatively affect the introduction of situational management methods should be taken into account when formulating proposals for the practical use of situational management methods in the automated dispatching management system

[1-4]. We will look at factors that are not related to the occurrence of emergencies. That is, we only consider situations where the management system needs to be resolved on its own [5-7]. These factors are listed in Table 1 below.

Table 1. Negative factors influencing the introduction of situation management methods in public transport

<i>№</i>	<i>Factor</i>	<i>The current situation</i>
1	The degree of completeness of the description of the control object	There is no system for monitoring and analyzing the actual speed of vehicles at intervals between There are no guidelines for the formation of schedules of passenger vehicles on the basis of monitoring the speed of the message in the interruptions of traffic between checkpoints. There are no guidelines for forming and transmitting real-time situation messages. Information about the emergency is incomplete and does not come immediately.
2	Availability of facility management technology	The movement of the control object is not regulated - when the transport system enters the situation control In the automated dispatching control system, the instructions of the decision-makers in the situational mode must be technologically and formally described The control system does not describe the rules for calculating the movements, the assessment of the regularity of the movement, the rules for evaluating the activities of the carrier. The situation affects not only the transportation system but also other urban systems in general; Situation management is transferred to operational services; In the event of a situation, the regular operation of the control system is disrupted.
3	Object movement planning management:	1. There are no regular situations that are not related to violations in the process of transport. 2. There are no rules for calculating and evaluating the results of transport works; 3. It is not possible to plan the actions of the management system in advance, because the situation is managed when the situation arises; 4. In the event of an unusual situation, the subject and the behavior of the object of control are discussed in general terms; 5. There is no prior impact in the form of a scheduled timetable for passenger vehicles;

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		6. There are a number of resources that can be used depending on the situation in the system; 7. The behavior of the system is described only in general form.
4	Purpose of the activity	1. There is no clearly defined goal formalized as a 2. There is no assessment of the level of achievement of the goal formalized in the form of goals.
5	Resource optimization	The rule adopted in regular situations does not apply. Software management is based on optimal use of available resources, usually based on function / cost Resource optimization is not considered as the main goal; The management criteria depend entirely on the decision-maker, usually the representative of the operating services.
6	Availability of the will of the person, decision maker.	The movement of the dispatcher is not regulated; The effectiveness of actions in overcoming an irregular situation depends largely on the person making the decision, i.e. the subjective factor influencing the overall success.

CONCLUSION

The city when operating in conditions of high-density traffic flows technological of the automated control room of passenger transport analysis of situational management principles for use in processes and adjustment was performed.

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