

PAPER

THE AGE OF DRIVERS IN ENSURING ROAD SAFETY

Usmanova M.N.^{1,*}

¹Prof. Tashkent State Transport University

* usmanova@gmail.com

Abstract

The intensity of traffic on the roads of our country is increasing day by day. Therefore, it is no secret that there are many systemic problems in the field of road safety that are waiting for their solution. In recent years, the issues of ensuring road safety and radically improving its organizational and legal framework have become one of the urgent issues that have been worrying our citizens, authorized state bodies, representatives of the general public, and our society in general. In this direction, ensuring the safety of road users, their rights and legitimate interests, reducing the number of road accidents, radically reforming the system of training drivers and issuing driver's licenses to citizens in our country, further increasing the responsibility of authorized state bodies in this regard, creating a legal basis for innovations entering the field, and eliminating legal gaps have become among the problems that are waiting for an urgent solution. The authors of the article focused on the role of driver qualifications in ensuring road safety, the development of innovative methods for training and improving the skills of drivers, and the evaluation of the developed methods.

Key words: road transport; road safety; traffic rules; road accidents; road users; roads; drivers and their training; age of drivers .

Introduction

In recent years, the problem of ensuring road safety has risen to the state level in the Republic of Uzbekistan. There are a number of reasons for this situation in large cities of the Republic of Uzbekistan: The intensity of traffic on the roads of our country is increasing day by day. This indicator is especially noticeable in large cities. In particular, the problem of traffic congestion on city streets, which has become a problem in the capital of our country today, and the resulting improvement in the organization of road traffic, leads to problems such as deterioration of the ecology of the region, the time spent by passengers on reaching their destination, and, in addition, a decrease in traffic in case of emergency situations.

The driver is the coordinator of the actions of other elements of the “vehicle-road-driver-environment” (AVME) system. The level of traffic safety in certain specific conditions is determined by the perfection and completeness of the interaction of the components of the AVME system, which is a generalized synthetic complex, dependent on many social, technical, physiological and psychological factors that affect road safety. An accident can be characterized as a “mismatch” of the interaction of the links of the AVME system.

Thus, in order to increase the effectiveness of measures to combat road accidents, it is necessary to identify the largest

indicators and factors under the influence of which it is possible to exclude the causes of accidents. It is very important to determine the criteria for assessing the causes of approach accidents.

Methodology

Scientists have identified the following as the most important tasks for analyzing data on the status of accidents and the importance of other indicators characterizing road safety:

1. Substantiation of measures in all areas of road safety activities (improvement of road conditions and vehicle structures, prevention of injuries to children in road accidents, training of drivers, etc.), as well as assessment of the effectiveness of measures and determination of the sequence of their implementation.
2. Predicting the state of accidents. This direction is one of the rapidly developing methods for improving statistical data analysis. A large number of different models have been developed to predict the state of accidents.
3. Development of multidimensional data processing methods for comparing the state of accidents and road safety. The study of the interrelationships of various indicators and their comparison according to the degree of this interrelationship is a relatively well-studied direction of analytical activity. At the same time,

the results obtained in other fields of knowledge show that the interrelationships of indicators significantly affect the final conclusions of the analysis.

4. A single accident, characteristic of the analysis of causes and circumstances, is called an accident.

5. Road traffic accidents limited groups analysis to do . This problem solution to reach separately attention big to the results achieved foreign in the countries is being given .

6. Creation of universal software systems for computers designed to enter, manage, store, search, and present data in a user-friendly format.

To solve these problems, a system for recording and analyzing information on accidents has been created, which provides for the processing of the entire volume of information on accidents. The creation of this system is aimed at increasing the accuracy, completeness and efficiency of recording information on accidents on an industrial scale, adequately assessing the situation with accidents in individual regions of the republic, and correctly determining the main directions of action. Improving road safety by motor transport departments and their motor transport enterprises, strengthening work on accident prevention.

The purpose of studying statistical data on road accidents is to understand and identify some general patterns that allow us to predict the further development of events, take radical measures, and develop effective measures to reduce accidents in the transport sector.

Despite the measures taken by sectoral units and subordinate enterprises to reduce the level of accidents, preventive work on the ground remains ineffective, road safety issues are not being considered comprehensively, and as a result, the problem of road safety still awaits a solution.

As the country's, including our republics', vehicle fleet increases, we are asking ourselves the following question: if we can respond to the increase in the number of traffic accidents and violations of traffic rules and study the patterns of their development as deeply as possible, then it will be possible to control this process.

Thus, various aspects of the problem of traffic safety in motor vehicles have been studied in detail by scientists from various fields of science. However, to date, there has been no attempt to implement the mathematical and socio-economic aspects. In this study, we aim to fill this gap in the scientific literature.

A transport system that regularly conducts traffic accidents, the purpose of which is to organize all preventive work to prevent accidents based on the database. To conduct this analysis, a comparative method is used - data for a certain period (year, quarter, month) is compared with the corresponding period of the previous year.

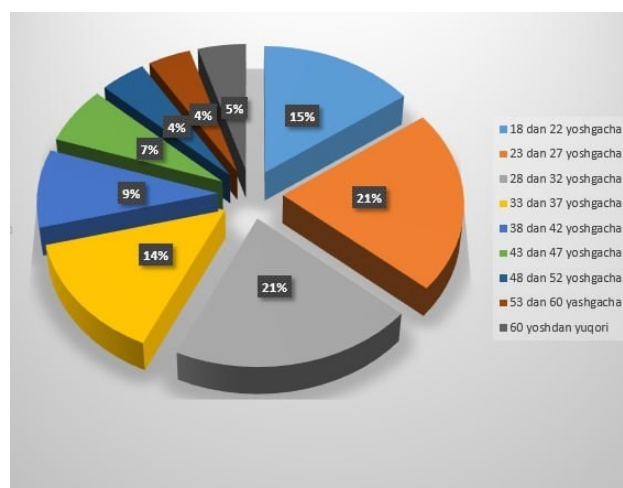
Analysis of the data presented in the cyclogram in Figure 1 shows that the largest number of accidents was committed by drivers aged 27-32 and 28-32 (21%). Drivers aged 18-12 accounted for 15%, and drivers aged 33-37 for 14%. Therefore, we consider it appropriate to study the category of drivers aged 18-37.

Discussion and results

The need of the day is to train drivers, improve their knowledge, improve or develop its methodology, develop an innovative method of improving the qualifications of drivers, develop a method of improving it remotely without costs. Considering that most road accidents are caused by the fault of drivers, it is necessary to regularly update the driver training system, driver training, laws, resolutions and related changes to ensure traffic safety.

Education quality strict control Drivers preparer education subjects and exam to the centers was demand and criteria Their

Figure 1. Distribution of traffic accidents in Tashkent by age of drivers who committed them



this kind of activity done increase for license Internal affairs ministry by is given .

Problem theory with of practice in connection with . Scientific knowledge of people working release activity needs based on appearance become mother this to activity service that he did and life with connectedness because of this knowledge possession for them content mastery and in practice hand to know also necessary. From this come out motor vehicle tools exploitation to do rules when explained knot and aggregates technician service show to the issues serious attention to melt , to lubricate points and to adjust when explaining maximum at the level not only material parts maybe equipment and equipment based on explaining , on the board all processes drawing explaining to be given need . Motor transport tools drivers to prepare last stage happened the car to manage to teach in the process in theory taken knowledge practical skill and qualifications for basis to be necessary . This for education providers mutual to classes visit order and mutual in cooperation education process done increases need .

A number of private organizations are experiencing a lack of the necessary equipment and facilities to conduct practical laboratory training as specified in their training programs. In some cases, certificates of completion of driving courses are being issued to students who did not participate in practical training at all or did not complete the entire course;

There are negative situations in the activities of a number of newly established private organizations, such as the absence or even lack of equipment of training grounds (autodromes), the absence of storage areas for training cars, the complete lack of equipment or non-existence of technical inspection facilities, the lack of daily technical inspections of training cars, and the lack of medical examinations of instructors teaching practical driving and students;

The work on monitoring training and organizing the training process based on an automated information system, which plays an important role in driver training, has not been fully or completely established;

After the completion of training, the storage (archiving) of documents containing all information about students (training journals, practical management booklets, travel documents, and other regulatory documents) was not properly regulated;

The lack of a single unified system for training costs in private organizations and the failure to develop calculations based on realistic estimates have resulted in students being charged various amounts for training, which is not justified.

In short, it is obvious that the main goal of a number of private organizations is not to train drivers or improve their skills, but

to engage in commercial activities. However, the training and retraining of motor vehicle drivers is a type of activity related to human safety.

Based on the instructions of the President, the system of training, testing and improving the qualifications of drivers will now be radically improved. The quality of education will be strictly controlled. Requirements and criteria for educational entities and testing centers that train drivers will be established. A license for them to carry out this type of activity will be issued by the Ministry of Internal Affairs.

The research was conducted among drivers of vehicles, regardless of ownership, moving on the streets of Tashkent. The study was conducted based on an interview method developed by the authors.

The study involved 178 drivers. The results of the study are as follows:

- From 18 to 22 years old - 28
- From 23 to 27 years old - 35
- From 28 to 32 years old - 33
- From 33 to 37 years old - 27
- From 38 to 42 years old - 21 pieces
- From 43 to 47 years old - 17
- From 48 to 52 years old - 9
- From 53 to 60 years old - 6
- Over 60 years old - 2

Conclusions and suggestions

In conclusion, the training of drivers in driving schools is associated with road traffic accidents. As our President said in his video selection, there are systemic shortcomings in the training of drivers. These shortcomings are as follows: driving schools do not meet the requirements and are focused on making a quick profit without paying attention to the quality of training, which is why uneducated drivers are emerging. It is common for uneducated drivers to rush and not obey the rules when they go out on the street. People who are in a hurry to get somewhere often focus only on their goals and do not see anything around them. If the traffic light is green, they think that they can go straight and act without thinking whether there is anyone there or not, which leads to road traffic accidents. This requires increased attention to the prevention of traffic violations, the consequences of accidents, and to prevent them from occurring. This can only be solved by increasing the culture of law-abidingness and mutual respect among drivers and passengers, and ensuring that citizens comply with traffic rules. After all, the prevention of road accidents is associated with the observance of traffic safety rules by drivers and pedestrians. Measures are being taken to reduce the number of road accidents that occur due to the fault of the driver.

References

1. of President Mirziyoyev Sh.M. No. 190 dated 04.04.2022 "On measures to ensure reliable human safety on highways and sharply reduce fatalities"
2. "Development Strategy of New Uzbekistan for 2022-2026"
3. Regulation "On the Road Safety Service of Motor Carriers"(registered in the Ministry of Justice on December 26, 2013 under No. 2545)
4. Azemsha SN, Karasevich. Slujba bezopasnosti dvizheniya avtomobilnogo perevozchika. Gomel, 2016
5. System analysis and design. Alan Dennick, BH Wixon, RM Roth-2012
6. Usmanova M.N. Road safety methodology. Textbook, T:2023, 208p.
7. Usmanova MN Determination of priority areas of activity of traffic safety service at transport enterprises. TAYI Bulletin. 2017. Issue 3-4.
8. MNUsmanova. - Analysis of road traffic accidents. Electronic textbook, T.: 2023, 96 pages
9. Usmanova M.N. Determining the causes of road accidents and measures to prevent them: monograph/ MNUsmanova.- T. : TDTU, "Transport" publishing house , 2023. - 108 pages .
10. Mahira Usmanova , Sayyora Rajapova and Yashnar Juraev . Innovative ways to train drivers and improve their skills . Cite as: AIP Conference Proceedings 2432 , 030100 (2022); <https://doi.org/10.1063/5.0090825> Published Online: 16 June 2022