

IMPROVING TRAFFIC SAFETY AT PASSENGER TRANSPORTING ENTERPRISES

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Usmanova M.N.

(Tashkent State Transport University)

Annotation

Despite the implementation of a number of legislative and organizational measures to ensure road safety in our Republic in recent years, the number of road traffic accidents, especially those related to the activities of passenger transport enterprises, remains a pressing issue.

The increase in the number of vehicles, insufficient control over the passenger transportation process, and a weak safety culture at certain enterprises – all of this poses a threat to the life and health of the population. Therefore, an in-depth analysis of the legal framework for traffic safety activities is one of the most important issues today.

The relevance of this topic lies in the fact that by analyzing the legislative framework and organizational system related to ensuring traffic safety at passenger transport enterprises, existing problems are identified, and effective approaches to them can be developed. This will serve not only to reduce traffic accidents but also to improve the quality of life for passengers.

Keywords

driver, pedestrian, passenger, traffic, safety, transport, public, bus, stop, route.

Analysis and results; The concept of a road traffic accident (RTA) is used to evaluate the efficiency and safety of the road traffic process. According to the Law of the Republic of Uzbekistan "On Road Traffic Safety," a road traffic accident is an event that occurs while a vehicle is moving on the road, resulting in an accident or harm to people's health, damage to vehicles, structures, cargo, or material damage.

There are three main conditions for it to be classified as an accident:

- availability of a vehicle;
- its presence in motion;
- leading to negative consequences of the event.

In practice, some events do not count as accidents, even if they meet the following conditions:

•if the vehicle caught fire while in motion, but the fire did not occur due to a technical malfunction;

•events that occur in self-propelled machines and mechanisms performing their functions.

Accidents are divided into two groups: those included in the reporting and those not.

The following cases are not included in the report:

○ if the accident occurred as a result of the driver's intentional infliction of harm;

○ if it occurred as a result of the victim's suicide;

○ ended only with material damage or minor injuries;

○ if the incident occurred on the premises of the enterprise;

○ incidents that occurred during sports competitions;

○ events caused by natural disasters (earthquakes, floods).

Criminal cases are initiated for accidents that have led to serious consequences, and such cases are considered road transport crimes.

Accidents are divided into three types based on their severity, occurrence mechanism, location, and other characteristics:

○ fatal accidents;

○ accidents resulting in bodily injury;

○ only accidents that caused material damage.

The formula for determining the relative accident rate is:

This formula shows how to calculate the relative value based on two absolute values:

$$O=K*A\B \quad (1)$$

Here:

O is a relative indicator.

A\B is the ratio of two absolute values.

K is the scale factor (for example, 10,000).

Formula 2: Relative Loss Ratio

This formula calculates the relative fatality rate based on the length of the road and vehicle traffic:

$$Z\LN*N*36 \quad (2)$$

Here:

Z is the number of accidents per year.

L is the distance (km).

N – the average number of vehicles moving per day.

This formula is used to calculate the number of accidents per million kilometers along the road.

Formula 3: Ratio of accidents

This formula is used to calculate the crash rate on a short section of road or at specific intersections:

$$Z \cdot 365 \cdot 106N \cdot 106 \quad (3)$$

Here:

Z is the number of accidents.

N – the number of vehicles operating per day.

This formula is used to compare accident indicators for specific road sections or locations.

We all know well that operating fixed-route vehicles, such as buses, is much more complex than operating a private vehicle, as the bus driver is responsible not only for his own life but also for the lives of dozens of people in the bus cabin. Therefore, in this process, the ATC responsible for delivering passengers to their destinations safely and calmly is required to perform the following tasks:

Conclusions and suggestions; Hiring experienced drivers because it is only appropriate to entrust the vehicle to this person when the driver possesses sufficient driving skills.

Regular examination of the driver's medical and psychophysiological state: a driver is prone to making mistakes during movement even if they are under psychological pressure, such as stress, or if they experience health problems.

Compliance with the established work schedule—every motor transport enterprise has its own work schedule, and the driver must operate according to this plan without straining themselves, as working for too long leads to fatigue, which in itself increases the likelihood of accidents.

Inspection of vehicle serviceability – the bus must be inspected by a number of company mechanics before daily operation, and it is advisable for the driver to inspect it additionally.

Control and responsibility of bus enterprises: After each bus returns from the route, information about its driver, travel time, speed, and stops must be verified. In addition, by monitoring each bus in real time using a special program, it is possible to monitor cases of speed violations and deviations from the route.

Nevertheless, not only drivers but also responsible organizations – namely bus companies and the state organizations managing them – must strive to prevent accidents and their severe consequences; furthermore, passengers themselves can increase their level of protection against various risks. For example, if there is a

danger, he should warn other passengers and help himself and others as much as possible, and if someone is injured, he should call an ambulance and provide first aid until they arrive. It is advisable to teach such measures to citizens through special lessons organized separately from kindergarten and school days.

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