

Country's Leader in Road Safety

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Abstract: It is known that one of the key indicators of road safety is the number of fatal road accidents per 100 thousand inhabitants. This indicator reflects the level of risk people face on the roads every day. The degree of road safety depends on the training system for vehicle drivers. The article discusses some aspects and features of the training system for vehicle drivers in Norway.

Keywords: night driving, driver's license, traffic rules, tests, practical driving, canton, driver's candidate.

Introduction

As you know, road safety on roads is one of the important and pressing issues that countries are trying to pay attention to. Every year, international organizations such as the World Health Organization (WHO) and the Organization for Economic Co-operation and Development (OECD) summarize and compile ratings reflecting the level of road safety in different countries. These ratings allow us to identify leaders and outsiders in ensuring road safety [1].

One of the key indicators of road safety is the number of fatal road traffic accidents (RTAs) per 100 thousand inhabitants. This indicator reflects the level of risk people face on the roads every day.

According to statistics, the number of fatalities on the roads of different countries varies significantly. Some countries perform poorly and are considered leaders in road safety. These countries have much lower road fatality rates than others.

In order to understand the reasons and degree of safety on the roads, it is necessary to trace the dynamics of changes in this indicator in each country. Some countries have made remarkable progress in reducing road deaths by introducing modern technology and strict regulations. For example, in the UK, road deaths have been reduced to their lowest level in decades thanks to the introduction of speed control and entry control systems, as well as strict penalties for traffic violations. At the same time, in some countries, such as Russia and India, road fatality rates remain high despite safety measures taken [2].

And so, according to the results of an analysis of statistical data, in 2023 Norway is recognized as one of the safest countries in the world in terms of road safety. The Netherlands and Sweden also stand out for their high safety records. Great Britain - demonstrates progressive approaches to reducing accidents and deaths on the roads.

At the same time, some countries, such as Libya and Nigeria, have much higher road fatality rates, indicating insufficient road safety measures.

In order to determine the factors influencing the achievement of such high safety indicators on the roads of Norway, it will be very useful to analyze the driver training system in this country.

To obtain a driver's license in Norway, you must meet several requirements [3]:

- stay in Norway for at least 6 months a year;
- have reached the appropriate driving age in the relevant category - to obtain a category B driver's license you must be 18 years old;
- comply with health conditions in order to be able to drive a car and undergo medical examinations;
- fill out an electronic application;
- take a first aid course, courses on safe, extreme and night driving;
- pass the theoretical and practical exam.

In Norway, a driver candidate has the right to prepare for the theoretical exam independently, using teaching materials. This is the first difference, but it is less significant than the theoretical exam itself.

In the theory exam in Norway, the strategy is focused on understanding rather than memorization. For example, to obtain a category B driver's license, a candidate driver is given 90 minutes of time to answer 45 questions to pass the theoretical exam. The theoretical part of the exam is considered passed if you answer 38 questions correctly (84.4% of correct answers).

The theoretical test can be taken not only in English and Norwegian, but also in Finnish, Kurdish, Arabic and Turkish. Among the questions in the theoretical exam there are questions where it is necessary, for example, to calculate the length of the braking distance of a car, provided that it starts braking at such and such a speed. Thus, the driver candidate is required to understand the process rather than memorize the answers.

The cost of the theoretical exam is NOK 680, and the sum of all financial costs associated with passing the theoretical part is NOK 4820.

In Norway, it is not uncommon to pay between 25,000 and 30,000 NOK for a driving license. This is due to the huge number of required courses [4].

If a candidate passes the theoretical exam, it remains valid for the next three years.

Preparation for the practical part of the exam consists of four modules: first aid course; safe driving course; night driving course; extreme driving course (long-distance driving, slippery driving, eco-driving).

Driving a car in the city takes up a very small percentage of the total duration of the preparatory course.

Night driving in Norway is carried out in the dark and first an instructor gets behind the wheel of the car, the candidate driver sits in the passenger seat and the instructor, for example, demonstrates using dummies that either wear or do not wear reflective vests, how the obstacle detection distance changes on road. It shows how to react to animals running out onto the road at night (also in the form of a mannequin), etc. After this, the candidate driver must pass the standards.

Extreme driving courses are held at the training ground and there are specially equipped areas that simulate a slippery road. A driver candidate must be able to avoid an obstacle, resist an incipient skid, brake on a slippery road surface, etc.

In the first aid course, in addition to training in how to assist victims, useful skills such as getting out of an overturned car, etc. are practiced. After all, if a Norwegian driver sees an accident on the road that was absolutely not his fault, he is obliged to stop and provide all possible assistance. Otherwise, he will face a substantial fine or even imprisonment.

The eco-driving course is conducted with the aim of acquiring environmentally friendly skills. This trend fits with the desire to reduce the intensity of exhaust gas formation when driving a car. Therefore, the future driver learns the skills to correctly use the brake and gas pedals depending on road conditions.

It should also be noted that very close attention is paid to knowledge of the design of the car. And before the practical part of the exam, the driver candidate must demonstrate the ability to assess whether a vehicle is safe to operate or not.

Conclusion

Thus, after such training, you can be sure that a person who has received a driver's license in Norway, when getting behind the wheel, will not automatically become a mortal threat to himself and others.

During the training process, a set of knowledge, skills, habits and qualities are formed that guarantee reliable operation in the process of practical driving.

The Norwegian authorities believe that it is better to pay once for a high-quality training course than to later spend money on serious treatment, or even a funeral.

The high standards of the driving education system in Norway are confirmed by both the statistics of road accidents and the recognition of Norwegian drivers as one of the safest in the world.

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