

International Experience in Ensuring Road Safety

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Abstract: The article discusses international experience in the field of road safety. The article also analyzes the problems and main causes of road accidents.

Keywords: road safety, road accidents, development of road transport infrastructure.

Issues of ensuring road safety are among the most important security tasks of our country. The problem of reducing road deaths is one of the most pressing problems throughout the world.

As part of the Uzbekistan 2030 Strategy, in accordance with Goal 53, deepening the integration of the Republic of Uzbekistan into global transport and logistics networks and increasing the potential of the national transport system is determined [1].

The head of state emphasized that "...For comparison, in our country, where in total there are more than 2.5 million vehicles, over the same period more than 1,600 people died on the roads. Isn't this a tragedy, a huge loss?" [2].

Thus, when getting behind the wheel of a vehicle, the driver takes responsibility for the life, health and well-being of passengers and pedestrians. He is exposed to numerous external and internal stimuli, one of which is his passengers. Thus, a normal conversation, careless action or inappropriate behavior of a passenger can lead to a serious accident.

According to statistics from the State Road Safety Service in Uzbekistan, 4,772 road traffic accidents were registered for seven months of 2023. 1,115 people died and 4,564 were injured. A comparison of the number of road accidents and their victims for the first half of this and last year shows an increase of 12% and 11.3%, respectively. Among the total number of accidents, 51.4% (2453) of accidents occurred for subjective reasons, that is, due to the fault of drivers who did not comply with the traffic rules. In these road accidents, 1,115 people died, and 4,564 people received varying degrees of injuries. As the author of the article notes, 1078 people, or 96.7% of those killed in road accidents, were not wearing seat belts. As a result, 71 people died and 787 people were injured. Of the total number of accidents, 199 were caused by speeding. In 90 cases, drivers ignored the traffic light signal, and 8 accidents were caused by drunk drivers [3].

Thus, it is necessary to conclude that the most common causes of road accidents in 2023 were, in the vast majority of cases, due to excessive speed. The second most common cause of accidents in Ukraine is violation of maneuvering rules, $\frac{2}{3}$ of deaths in road accidents occur precisely for these reasons, etc.

In order to achieve positive results in the field of traffic safety in solving this problem, it is necessary to take into account not only domestic, but also foreign experience.

The level of mortality on roads among countries of the world is one of the areas of close study of modern science. In a number of countries, deaths from car accidents are one of the main reasons

for population decline. Statistics on road traffic fatalities are maintained by the World Health Organization, which issues a special report every 3-5 years called the Global Status Report on Road Safety. This report provides data on the average mortality rate per year per 100 thousand population. This method of calculation allows us to abstract from the absolute number of population in the country and the incidence of accidents. The data is systematized by the World Bank, which also publishes this data in its report Mortality caused by road traffic injury (per 100,000 people [4].

Thus, recently, legislators around the world have taken the path of tightening penalties for violating traffic rules. In some countries, such methods bring positive results and road deaths are significantly reduced. As noted by foreign scientist S.A. Huseynov, along with legal propaganda and legal coercion, the task of changing the entire road traffic infrastructure (construction of roads and cars, modern road traffic, improving technical and other culture in this area) is also important. As for legal means, all work should be carried out not only along the path of tightening responsibility, but rather in the area of creating conditions, maximizing the stimulation of lawful behavior of road users. At the same time, it is necessary to create conditions under which accident-free operation is economically beneficial and encouraged in every possible way.” [5]

Thus, in Moldova there is a Code of the Republic of Moldova on Offenses, where a special type of administrative penalty is of interest - the assignment of points for an administrative offense. Their number depends on the severity and social danger of the act (from 2 to 6 points). Moreover, if an individual has accumulated more than 15 penalty points, then in the event of the next offense the case is sent to the court, which imposes as an additional penalty deprivation of the right to drive a vehicle for a period of 6 months to 1 year [6].

The accrual and summation of penalty points allows you to keep statistics on traffic rule violators and timely isolate them from participating in road traffic, thereby increasing the level of safety for other road users.

It should be noted that the point system for recording administrative offenses is used in many countries, such as Canada, the USA, China, Australia, and the Czech Republic. In 2004, a system of assigning points for committing administrative offenses in the field of traffic was introduced in Latvia, Norway, and in 2005 in Malta, in 2006 in Spain and Romania. As statistics show in these countries, the number of road accidents with injuries and deaths is steadily decreasing.

Thus, another reason for high mortality and injury on the roads is a factor such as exceeding the speed limit. In Australia and New Zealand, the maximum permissible speed in populated areas is 50 kilometers per hour, while even a minimal excess of this speed (for example, 5 kilometers per hour) is an administrative offense and entails administrative liability. Similar rules apply in many other foreign countries, for example, in Turkey.

It is noteworthy that in many foreign countries there is a sanction in the form of a fine for exceeding the maximum permitted speed even by at least 10 kilometers per hour. In Norway, it is an offense to exceed the speed limit by 5 kilometers per hour, in the Netherlands - by 4 kilometers per hour. In addition, in Germany, France, the Czech Republic, and Sweden, fines for violating the speed limit in a populated area are much higher than outside a populated area.

This, for the most part, contributes to reducing both the number of road traffic accidents in populated areas and, accordingly, minimizing the public danger to which road users are exposed, as well as the facts of mortality caused by injuries to people as a result of road traffic accidents.

It should be noted that liability for exceeding the speed limit by 10 kilometers per hour also provides for administrative liability in the Codes of Administrative Offenses of such countries as Azerbaijan, Belarus, Kazakhstan, Moldova, Tajikistan.

It should be noted that Article 128³ of the Code of the Republic of Uzbekistan on Administrative Liability contains an administrative norm for drivers of vehicles exceeding the established speed,

which establishes administrative liability for exceeding a speed of no more than 20 kilometers per hour.

Despite the practice of applying administrative penalties for exceeding the speed limit, it often endangers the life and health of road users. In this regard, it is necessary to raise at the legislative level the issue of tightening liability for exceeding the speed limit by less than 5 kilometers per hour.

Along with exceeding the speed limit, the situation with an increase in mortality as a result of road accidents is influenced by the factor of driving a vehicle by a person under the influence of drugs. It is important to note that currently liability for driving a vehicle under the influence of drugs is not provided for in the Code of the Republic of Uzbekistan on Administrative Liability.

At the same time, the Traffic Rules of the Republic of Uzbekistan in paragraph 12 stipulate that the driver of a vehicle is prohibited from driving a vehicle while intoxicated (alcohol, drugs, etc.) under the influence of medications that reduce reaction speed and attention, in a painful or tired state, or create a threat road safety [7].

It is necessary to note the positive experience of Sweden, where in 1997 the country's parliament approved a new road safety program "Goal Zero", in which all organizations and individuals in any way associated with the road traffic system in Sweden cooperate as partners and jointly define tasks and set other performance standards. The ultimate goal of this program is to ensure that there are no deaths or serious injuries from road crashes. It is based on the concept of protecting public health. The Goal Zero program has a long-term strategy to gradually improve road safety until the target is achieved. This program promotes shared responsibility as science and experience clarify the optimal roles of the automotive industry, traffic planners, safety engineers, law enforcement officials, health care professionals, educators and road users. For example, if the actual safety of vehicles and roads cannot be significantly improved, greater emphasis should be placed on improving the safety of vehicles and roads.

Of particular interest is the experience of Denmark, Sweden, Switzerland and the United Kingdom of Great Britain in the use of protective barriers that would deter road traffic, thereby preventing collisions with other cars or pedestrians walking on the footpath. In this case, fences should not be made of hard concrete or stone, but of elastic and flexible material. According to statistics, these types of barriers have reduced the incidence of serious violations and road traffic injuries in countries that use them.

Thus, ensuring road safety, both in the Republic of Uzbekistan and in foreign countries, is focused on preventing the most dangerous factors contributing to road accidents. In addition, it is necessary to introduce administrative legal norm 1311 "Exceeding the speed limit, driving a vehicle by a person under the influence of drugs that impair reaction and attention, in a painful or tired state" into the Code of the Republic of Uzbekistan on administrative responsibility.

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