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## ROAD SAFETY: EXPERIENCE OF FOREIGN COUNTRIES

**Abstract:** *The current understanding that road crashes are only a problem in the transport sector is misguided. Road safety and its provision is, first of all, a social problem, the solution of which depends primarily on the health authorities, the economic sector and the family. According to the forecasts of the World Health Organization (WHO), by 2020, road traffic injuries will take the third place in the list of causes of death, giving way only to cardiovascular and neuropsychiatric diseases. By this year, the road fatality rate will be 30% in high-income countries and over 80% in low- and middle-income countries. Statistics on the number of road accidents and the negative consequences associated with them at the 58th session of the UN General Assembly are recognized as a "global crisis".*

**Key words:** *safety, traffic, incident, consequence, accident, experience, practice.*

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### Introduction

President of the Kyrgyz Republic Sadyr Zhaparov signed the Decree "On urgent measures to ensure road safety in the Kyrgyz Republic." This Decree will improve road safety, reduce the number of victims, the severity of the consequences of road accidents and their consequences. According to the document, road safety is one of the important socio-economic and demographic tasks of the Kyrgyz Republic. Effective organization of traffic, ensuring road safety is a prerequisite for the well-being of citizens, the comfort and safety of their lives. Accidents in road transport cause enormous material and moral damage both to society as a whole and to individual citizens [1]. Road traffic injuries lead to the exclusion of people of working age from the sphere of production, which increases the burden on the social budget. Children are dying and becoming disabled.

In recent years, there has been a tendency in Kyrgyzstan to increase road traffic accidents with serious consequences. This trend is influenced by a number of factors, including an increase in the number of vehicles, non-compliance with the Rules of the Road, as well as a low level of their knowledge by drivers.

As the analysis shows, despite the measures taken, it is not possible to achieve a sustainable reduction in accidents and deaths on the roads. Thus, since 2010, 73,851 accidents have been registered in the territory of the republic, in which 11,144 people died, and 109,567 people received various injuries.

At the same time, the number of such incidents involving children is increasing. Of the total number of road accidents involving children, 16,312 cases, or 22.1%, in which 18,483 children were injured and 1,306 children died [2].

Due to the fault of drivers, 61,694 accidents were committed, in which 10,020 people died, and 96,939 people received various injuries. The most vulnerable road users, both among the injured and among the dead, are pedestrians and passengers (approximately 70% of passengers and pedestrians to 30% of drivers).

The statistics of deaths as a result of road traffic accidents has become a familiar picture and is perceived by the population as something ordinary. Experts unanimously call the situation with traffic accidents in the country appalling. Accordingly, public authorities need to take emergency measures to ensure road safety [3].

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The main tasks of state bodies in the field of road safety are to protect the life, health and property of citizens, protect their rights and legitimate interests, as well as protect the interests of society and the state by preventing road accidents and reducing the severity of their consequences [4].

Thus, in order to effectively organize traffic, improve road safety, and also taking into account the Global Plan proclaimed by the UN General Assembly Resolution 74/229 "Decade of Action for Road Safety for 2021-2030", guided by Articles 66, 71 Constitution of the Kyrgyz Republic, it is decided:

1. Determine the Ministry of Internal Affairs of the Kyrgyz Republic as the responsible state body in the field of road safety.

2. The Cabinet of Ministers of the Kyrgyz Republic: transfer to the Ministry of Internal Affairs of the Kyrgyz Republic the functions of registering vehicles and trailers for them, special technological machines, drivers, conducting and accepting qualification exams for the right to drive vehicles, issuing driver's licenses and tractor driver's licenses; in order to improve the process of teaching citizens the theoretical and practical skills of driving vehicles, the Rules of the Road of the Kyrgyz Republic, transfer the functions of licensing the activities of driving schools to the Ministry of Internal Affairs of the Kyrgyz Republic; in order to streamline passenger transportation activities: introduce licensing of passenger transportation by passenger cars with the transfer of licensing functions to the Ministry of Internal Affairs of the Kyrgyz Republic; transfer to the jurisdiction of the Ministry of Internal Affairs of the Kyrgyz Republic the functions of licensing activities in the field of passenger transportation; resolve the issues of increasing the staffing of the Main Department for Road Safety of the Ministry of Internal Affairs of the Kyrgyz Republic with the allocation of additional financial resources, improving the material and technical base of this department; transfer to the jurisdiction of the Ministry of Internal Affairs of the Kyrgyz Republic the State Institution " Unaa " under the Ministry of Digital Development of the Kyrgyz Republic with the appropriate staff, financial and material and technical means; to transfer to the jurisdiction of the Ministry of Internal Affairs of the Kyrgyz Republic from the Department of Automobile, Water Transport and Weight and Dimension Control under the Ministry of Transport and Communications of the Kyrgyz Republic structural units that carry out activities for the supervision and control of passenger traffic, with the appropriate staff, financial, material and technical means; in accordance with the established procedure, submit for consideration by the Jogorku Kenesh of the Kyrgyz Republic draft laws arising from this Decree; take the necessary organizational, financial and other measures arising from this Decree [5].

The author introduced the Decree of the President of the Kyrgyz Republic S. Zhaparov [6]. It should be noted that in Europe, international organizations play an important role in the development and implementation of road safety policy, and the World Health Organization has been identified as the coordinator on road safety issues. The European Conference of Ministers of Transport (ECMT) has decided to reduce the number of road traffic fatalities by 50% by 2012, in connection with which, many ECMT members have developed strategies and programs whose main goal is to reduce the number of road accidents and the severity of their consequences.

The problem of reducing road injuries is resolved through the development and adoption of programs that are interdepartmental in nature, various state authorities and administrations participate in its implementation. In most European countries, road safety programs are a stand-alone document, and in a number of countries this Program is an integral part of larger projects. Programs are adopted and approved at the highest level of state power [7]. Thus, in Mexico, the president approves the program; resolutions are adopted by the government in Bulgaria, Russia, Finland, Japan, by the parliament - in Denmark, Italy, Sweden, etc. Many states, in addition to national road safety programs, also have regional and even local programs approved by regional or local executive authorities, respectively.

With regard to funding, each state determines how the programs will be funded. In most countries, the implementation of activities is carried out at the expense of the state budget (Finland, Japan, etc.) or at the expense of state bodies and extrabudgetary sources (Italy, the Republic of Korea, Russia, etc.) [8].

Thus, the priority areas for ensuring road safety can be divided into the following groups:

1) compliance with the rules of the road. The main activities that ensure this direction are: the eradication of legal nihilism, raising the level of legal awareness, promoting road safety; improvement of supervision and control over the use of seat belts, child restraints and other protective equipment, compliance with the speed limit and identification of persons driving while intoxicated;

2) increasing the level of vehicle safety. To do this, it is necessary to increase the visibility of the vehicle on the roads; improvement of structures, equipment and systems of the vehicle;

3) reducing the risk of traffic and creating a safe road environment. In this direction it is meant: giving priority to public transport; tightening the system for issuing driver's licenses; use of innovations in urban planning and land use;

4) improvement of the medical care system. To do this, it is necessary to ensure the prompt arrival of medical units at the scene of an accident and their provision of emergency assistance to the victims;

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organization and provision of treatment and rehabilitation of persons injured in road traffic accidents;

To justify the above division, it is also possible to single out three main principles on the basis of which national programs are developed:

- 1) analysis of the causes of accidents;
- 2) development of cost-effective measures aimed at achieving the goal;
- 3) tracking the results of activities, adjusting the selected areas.

At the level of national legislation, many countries reduce the problem of road safety regulation to codified norms. Positive examples exist in Bulgaria, Denmark, Spain, Finland and other foreign countries. Of particular interest is the experience of France, where the dominant document is the Rules of the Road, consisting of 5 volumes, the Rules for the maintenance and maintenance of roads, departmental instructions on road signs and signals, and the Criminal Code [9]. The five volumes of the French Rules of the Road, which are divided into legislative and regulatory parts, contain a set of provisions governing all matters related to road traffic.

In Spain, a similar document is called the "Basic Law on the movement of motor vehicles and on road safety".

In Germany, in addition to the basic law - "On Road Safety", - the "Law on Violations of Traffic Rules", the Code of Regulations on Admission to Road Traffic (it regulates issues related to the driver (driver's licenses, the Central Data Bank on registered violations) and vehicles (environmental requirements, registration, official approval. The system of traffic fines is set out in a rather voluminous Catalog of fines [10].

In the form of separate laws in Sweden, there are laws that regulate: serious violations of the Rules of the road (driving vehicles while intoxicated and driving without a driver's license); the procedure for training drivers and withdrawing driver's licenses; basic requirements for driving schools; fines for violation of parking rules; forced evacuation of vehicles; transportation of dangerous goods; fines for exceeding the maximum allowable weight.

Estonia has adopted laws for each type of transport (public, freight, etc.), as well as a road law. Separate laws also regulate: violations of administrative law; transport insurance; responsibility

of road owners or administrators and road users for the maintenance, operation and protection of roads, as well as the parking of vehicles.

Some countries have limited themselves to adopting only traffic rules. Moreover, they usually do not constitute a single legal act. Separately regulated are the rules for the application of road markings, the use of road signs, the application of the Law on Motor Vehicles (Austria); vehicle registration rules and related accounting documentation, technical inspection, traffic light regulation, road marking, road construction, road crossing issues, procedure for permitting heavy vehicles and overall dimensions to traffic (Bulgaria), rules for registration of motor vehicles, their equipment, issuance driving licenses, driver training (separately for each category), it also contains sanctions against driving instructors); there is a separate act on road signs and signals (Denmark).

According to the Russian Ministry of Foreign Affairs, in some countries, such as Azerbaijan, Italy, China, Turkey, Japan, traffic rules are part of traffic laws or adopted at the legislative level. In other countries, such as the UK, Hungary, Germany, India, Ireland, Indonesia, Latvia, Lithuania, Estonia, along with traffic laws, there are separate traffic rules.

Thus, based on the analysis of foreign experience and the disclosed content of the normative sources of the Russian Federation, the following conclusions can be drawn:

1) many countries have abandoned the existence of disparate acts regulating road safety issues and have systematized legislation.

2) the sphere of road traffic is regulated by normative legal acts relating to different branches of law, or different branches of legislation, which in some cases not only differ in approaches to the regulation of social relations, but also operate with different terminology;

3) regulatory legal acts contain a large number of complex terms and legal structures used in legislative, by-laws and departmental acts regulating the field of road traffic. Ensuring clarity and ease of understanding of the norms is a common rule-making task, but in the field of road traffic, the solution of such a task is especially important. Normative legal acts regulating relations in this area are intended for understanding and use by an unlimited number of persons, and not always having a legal education.

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