

Road traffic incidents and their indicators

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Annotation: As a result of violation of the normal movement mode of vehicles on highways, city streets and squares, people may be killed or injured, as well as damage to vehicles and their loads, damage to artificial structures on the road, or other types of material damage. Accidents that cause accidents are called traffic accidents. According to this tariff, there are typically two factors in an accident, these are: death of people, physical injury or a large amount of material damage, as well as the presence of a vehicle in motion.

Key words: Car, accident, driver, pedestrian, dangerous situation, vehicles.

When an accident occurs, one or more of the "A-H-Y-P-M" elements of the general system together cause a violation of the normal movement mode. Three phases can be conventionally distinguished in each accident: initial, culminating and final. They are interrelated, and one can be a continuation of the other. The initial phase of an accident is understood as the condition of movement of cars and pedestrians on the verge of a dangerous situation. A dangerous situation is defined as such traffic conditions in which the participants of the traffic have enough opportunities to prevent an accident, if this opportunity is not used quickly or the effect of the measures taken is insufficient. In it, the convergence of cars and pedestrians creates a catastrophic situation. In a catastrophic situation, the technical capabilities of road users to prevent an accident will not be sufficient, and it will happen. The culminating phase of an accident is characterized by the occurrence of serious consequences. This phase is a several minutes, and in bad weather conditions it can last up to several minutes. In this case, several vehicles are involved, and it is often called a "chain" accident. The final phase of the accident corresponds to the end of the stoppage of the vehicle after the culminating phase. Sometimes the final phase continues even if the vehicle stops moving. For example, cases of fire in an overturned car.

According to the current normative documents, the accident insurance consists of the following 9 types: Collision. This includes the collision of vehicles when moving from the opposite side, in the same direction or from the side, as well as the collision of railway transport and automobile transport. This type of accident also includes a collision with a vehicle that has stopped suddenly.

Overturning. Overturning of a moving vehicle after losing its stability. This type of traffic accident does not include collisions, overturning of vehicles as a result of hitting parked vehicles or obstacles. A rollover accident usually involves one vehicle.

Hitting a stationary vehicle. Collision of a moving vehicle with a stationary vehicle. This type of accident does not include hitting a vehicle that has stopped suddenly.

Crashing into obstacles. Crashing of vehicles into immovable obstacles.

Running over pedestrians. This includes vehicles hitting pedestrians or pedestrians hitting vehicles, as well as injuries to pedestrians from cargo being transported.

Running over a cyclist. A vehicle hits a bicyclist or a bicyclist crashes into a vehicle.

Running over a cart. A moving vehicle hits a moving cart.

Beating animals. Vehicle hitting a wild or domestic animal.

Other accidents. Accidents of this type include accidents that occur as a result of a tram derailing and hitting a vehicle or pedestrians, or a load falling from a car, a passenger falling, etc. enters.

The following are not considered as YTX:

incidents that occurred during the main production operations with tractors, other self-propelled machines and mechanisms;

incidents that occurred as a result of intentional actions aimed at killing people or harming their health or property;

if the result of the victim's attempt to commit suicide is considered;

events caused by natural disasters;

incidents that occurred as a result of equipment safety violations when the driver was not at the wheel;

events that occurred in organizations whose territory is closed, airfields, military units and other protected objects;

incidents that occurred due to the failure of the vehicle or the fault of the driver-athlete or other participants during the sports meetings;

fires related to their technical failure in moving vehicles.

According to the traffic safety reference issued by the Oslo Institute of Transport Economics in 1996, it was predicted that in the year 2000, about one million people will die in accidents around the world. It should be said that in 1991, 500,000 people died in accidents, which indicates that the number of accidents has doubled in 10 years. Similarly, it is known that in 1981, 250,000 people died as a result of accidents on the surface of the earth. The analysis of statistical data of YTH shows that during the last year their amount has increased almost 4 times.

The analysis of accidents on the highways of the Republic of Uzbekistan in 1981-2001 shows that, in contrast to the change in the number of accidents on the world level, the number of accidents on the national level has decreased year by year in the last 10 years, and in 1991 it was 18,272 by the year 2000, this figure was 10,941, which means that the accident rate has decreased by 1.67 times.

It can be seen from the following indicators that in all countries, except the USA, Italy, Poland, Turkey and Portugal, the total number of accidents has decreased, and in the Republic of Uzbekistan, compared to 1993, the indicator in 1999 decreased by 12.8%. But for Uzbekistan, after gaining independence, the total number of accidents from 1992 to 2001 decreased by 27.7%, which is one of the highest achievements of the countries with high level of automobileization.

It is worth noting that, despite the fact that the number of cars in the private sector in the republic increased from 1996 and reached 28.4% by the beginning of 2001, the total number of accidents in the Republic of Uzbekistan, as well as the number of people injured in them, decreased sharply in several years and stabilized from 1995. 3.1 can be determined from the graphic analysis in Fig. One of the main factors for achieving such positive results is all ministries and associations under the Cabinet of Ministers of the Republic. It is the solution of complex and urgent issues in accordance with the needs of the times with the active participation of "Life of Road Safety", which coordinates the work of ensuring traffic safety in corporations and concerns.

One of the main indicators of the level of disaster is the severity of the accident. The absolute value of the victims of the accident in 1997 in countries with a high rate of death and injury is given below. Looking at the absolute value of the developed countries in terms of the severity of the accident, in the Republic of Uzbekistan number has the lowest indicator, if the analysis of the comparison of accidents according to the level of severity is considered through the indicator of how many people die in every 100 accidents, then the results different from the absolute indicators given above are more can be seen.

Conclusion:

The analysis of the given data shows that the severity of road accidents for all countries is 1.5-2.0 times greater on the roads outside the city. The occurrence of such a situation is due to the high speed of movement on the roads outside the city compared to the city streets. Due to high speed, the number of victims is high in accidents on highways.

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