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THE MAIN INDICATORS OF ROAD TRAFFIC INCIDENTS

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Annotation: This article **y** provides an analysis of an accident that occurred during the movement of a vehicle on the road and with its participation, resulting in the death of citizens or damage to their health, damage to vehicles, structures, cargo, or other material damage.

Keywords: road traffic accident, dangerous situation, death of people, bodily harm or material damage of a large scale, collision, initial, culminating and final.

Introduction. In each accident, three phases can be conventionally distinguished: initial, culminating , and final. They are interconnected and can be a continuation of each other.

The initial phase of a road traffic accident refers to the conditions of movement of vehicles and pedestrians before a dangerous situation. Dangerous situation is understood as a road traffic situation in which road users have sufficient opportunities to prevent an accident, and if this opportunity is not quickly utilized or the measures taken are insufficient, then the approach of vehicles and pedestrians creates a catastrophic (accident) situation.

In a catastrophic situation the technical capabilities of the road users to prevent accidents will be insufficient, and they will occur. The culmination phase of the road traffic accident is characterized by the occurrence of serious consequences (destruction of vehicles, bodily injury or death of pedestrians and drivers). This phase can last for a few minutes, and in bad weather conditions, up to a few minutes.

In this case, more than one vehicle is involved, and it is often called a "chain" accident. Final phase of the road traffic accident coincides with the end of the vehicle stopping after the culmination phase. Sometimes, even if the vehicle stops moving, the final phase continues. For example, cases of fire in an overturned car.

Road traffic accidents are subject to state statistical reporting by the Ministry of Internal Affairs of the Republic of Uzbekistan in accordance with the Resolution of the Cabinet of Ministers of the Republic of Uzbekistan dated November 15, 2011 No. 303. It is also acquired by specially authorized and local authorities, medical institutions, as well as legal entities whose activities are related to the use of vehicles, which are roads, streets of cities and other settlements.
In the analysis of road traffic accidents, 9 types are used in practice:

1. Collision. This includes a collision of vehicles while moving from the opposite side, in the same direction, or from the side, as well as a collision of a railway vehicle with a road vehicle. This type of accident also includes a collision with a suddenly stopped vehicle.

2. Turn over (overturn). Overturning of a moving vehicle due to loss of stability. This

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type of road traffic accident does not include a collision, overturning of vehicles as a result of a collision with stationary vehicles or an obstacle. Typically, only one vehicle is involved in an overturning accident.

3. Hitting a stationary vehicle. Collision of a moving vehicle with a stationary vehicle (V=0). This type of accident does not include the collision of a suddenly stopped vehicle.

4. Strike with obstacles. Collision of vehicles with stationary obstacles (bridge supports, pillars and mast supports, road barriers, trees, etc.).

5. Strike pedestrians. This includes the impact of vehicles on pedestrians or the impact of pedestrians on vehicles, as well as damage to pedestrians from transported goods (wood, pipes, boards, etc.).

6. Invasion (impact) of a cyclist. Vehicle impact (impact) of a cyclist or collision of a cyclist with a vehicle.

7. Strike a cart. Strike a moving vehicle on a moving cart, as well as the impact of a vehicle on a wild or domestic animal.

8. Passenger fall. An accident resulting from a passenger getting out of a moving vehicle, or sharp braking inside the vehicle, or changing the trajectory.

9. Other (remaining) accidents. This type of accident includes accidents when a tram derails and hits a vehicle or pedestrian, accidents when cargo falls from trucks, injuries when stones or other solid objects come out from under a car wheel, etc..

The following are not counted as accidents:

- incidents that occur during the performance by tractors, other self-propelled machines, and mechanisms of the main production processes for which they are intended (plowing, digging trenches, harvesting agricultural products in the field, loading and unloading operations carried out with the help of truck cranes, installation of mast supports, etc. Ensuring traffic safety on highways and city streets of our republic remains one of the main urgent problems. Analysis of road traffic accidents over the past decade shows that their average annual number does not fall below 11-12 thousand, as a result of which more than two thousand citizens of the republic died and 11-12 thousand people were injured.

Currently, public administration in the field of road traffic in the Republic of Uzbekistan is carried out by the Cabinet of Ministers of the Republic of Uzbekistan, local government bodies, and specially authorized state bodies in the field of road traffic.

The Ministry of Transport of the Republic of Uzbekistan and its subordinate organizations, the Road Safety Service of the Public Security Department of the Ministry of Internal Affairs of the Republic of Uzbekistan, the Road Safety Departments of the Public Security Service of the Ministry of Internal Affairs of the Republic of Karakalpakstan, the Main Departments of Internal

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Affairs of the city of Tashkent and Tashkent region, the Departments of Internal Affairs of the regions, as well as the Road Safety Departments of the Public Security Service of district (city) departments of internal affairs (departments for coordinating the activities of internal affairs bodies) (hereinafter referred to as the State Road Safety Service), the State Security Service of the President of the Republic of Uzbekistan, the Customs Committee under the Ministry of Economy and Finance of the Republic of Uzbekistan are specially authorized state bodies in the field of road traffic [1-6].

It should be recognized that the activities carried out by the above organizations alone are not enough to ensure traffic safety in our republic.

The organization of traffic safety on highways is becoming one of the most important problems today. The amount of damage caused by vehicles to the environment is increasing day by day, and most importantly, many people are injured and die as a result of road accidents on the roads. Despite a number of measures being taken to prevent road accidents, it is not possible to achieve a reduction in their number. This sets the task for specialists to take a very serious approach to the problems of road safety.

For this, road safety specialists must have knowledge of the main indicators of road traffic, how road conditions affect traffic flow movement, and traffic management through technical means of traffic flow management.

In addition, road traffic specialists, in order to thoroughly study road traffic accidents occurring on highways, must have information about their types and quantities, have a thorough knowledge of the accidents collection system, their accounting procedures, and methods of analysis [7].

Despite the growth of motorization in our country and the positive work being carried out to ensure road safety, the current situation requires improving our work in this area, studying and implementing the best practices of foreign countries, as well as training qualified drivers to ensure road safety.

In the process of driving their vehicle, the driver must ensure the uninterrupted movement of other vehicles on roads, interact with road users, and comply with traffic rules. Modernization and development of road transport infrastructure play an important role in ensuring road safety. The Traffic Regulations contain mandatory requirements applicable to all individuals and citizens, aimed at ensuring the safety and health of citizens.

Conclusion.

To radically improve traffic safety in the republic, all organizations operating in the national economy, regardless of the form of ownership, must fulfill the tasks set forth in the traffic law. Also, citizens, as road users - pedestrians, must fully comply with the traffic rules. In order to bring the effectiveness of work in this area to a high level, it is necessary to improve the measures taken to ensure road safety in all ministries, committees, companies, concerns, associations, enterprises, organizations, funds, and firms of the republic under the motto

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"Ensuring road safety is a national cause," based on the level of modern requirements, with the widespread use of the experience of advanced foreign countries.

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