HSR (LONDON),
HOUGHTON STREET REVIEW JOURNAL
ISSN: 2058-5519|Impact factor-15.9
http://houghtonstreetreview.com/index.php/hsr

"ROAD TRANSPORT ACCIDENTS AND THEIR MAIN CAUSES"

Ismailov Sarvarbek Takhirjanovich

Teacher, Andijan State Technical Institute, Andijan, Uzbekistan

Keywords: road traffic accident, dangerous situation, death of people, bodily injury or significant material damage, collision, initial, culminating and final**.**

Abstract. A road traffic accident is an event that occurred during and with the participation of a vehicle on the road, resulting in the death of citizens or harm to their health, damage to vehicles, structures, cargo, or other material damage.

According to this definition, a road traffic accident is characterized by the presence of two factors: death of people, bodily injury or significant material damage, as well as the presence of a vehicle in motion.

When a road traffic accident occurs, one or more of the elements of the general system "Car - driver - road - pedestrian - environment" together cause a violation of the normal traffic regime.

1. Road traffic accidents are recorded in state statistical reports 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 No. 303 dated November 15, 2011. They are also recorded by specially authorized and local government bodies, medical institutions, and legal entities whose activities are related to the use of vehicles.In the analysis of road traffic accidents, 9 types are used in practice:

2. 1. **Collision.** This includes collisions of vehicles moving from opposite sides, in the same direction or from the side, as well as collisions of rail transport with road transport. This type of accident also includes collisions with a suddenly stopped vehicle.

3. 2. **Rollover.** A moving vehicle loses its stability and overturns. This type of accident does not include collisions, rollovers of vehicles as a result of hitting stationary vehicles or obstacles. A rollover accident mainly involves one vehicle.

4. 3. **Hitting a stationary vehicle.** A moving vehicle hits a stationary (V=0) vehicle. This type of accident does not include a crash with a suddenly stopped vehicle.

5. 4. **Collision with obstacles.** Collision of vehicles with immovable obstacles (bridge supports, posts and mast supports, road barriers, trees, etc.).

5. Pedestrians being run over (hit). This includes vehicles hitting pedestrians or pedestrians hitting vehicles, as well as pedestrians being injured by the transported cargo (timber, pipes, slabs, etc.).

6. **Cyclist run over (hit).** A vehicle runs over (hits) a cyclist or a cyclist hits a vehicle.

7. **Car run over (hits) a vehicle.** A moving vehicle hits a moving vehicle, and this type also

HSR (LONDON),
HOUGHTON STREET REVIEW JOURNAL
ISSN: 2058-5519|Impact factor-15.9
http://houghtonstreetreview.com/index.php/hsr

includes a vehicle hitting a wild or domestic animal.

8. **Passenger fall.** A crash that occurs when a passenger falls out of a moving vehicle or inside the vehicle due to sudden braking or a change in trajectory.

9. **Other (remaining) accidents.** This type of accident includes accidents when a tram derails and hits a vehicle or pedestrians, accidents caused by cargo falling from trucks, injuries caused by stones or other solid objects coming out from under the wheels of a vehicle, etc [1-5].

Ensuring traffic safety on the roads and city streets of our republic remains one of the main urgent problems. An analysis of road accidents committed over the past ten years shows that their average annual number does not fall below 11-12 thousand, as a result of which more than two thousand citizens of our republic die and 11-12 thousand people are injured.

Currently, state management 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 Department of Public Security of the Ministry of Internal Affairs of the Republic of Uzbekistan, the Ministry of Internal Affairs of the Republic of Karakalpakstan, the Main Departments of Internal Affairs of Tashkent City and Tashkent Region, the Road Safety Departments of the Public Security Service of the Regional Departments of Internal Affairs, as well as the Road Safety Departments of the District (City) Internal Affairs Departments (Departments for Coordination of the Activities of Internal Affairs Bodies) of the Public Security Service (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 among the specially authorized state bodies in the field of road traffic.

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 cars to the environment is increasing day by day, and the most important thing is that many people suffer and lose their lives as a result of road accidents. Despite a number of measures taken to prevent road accidents, their number cannot be reduced. This makes it necessary for experts to take a very serious approach to road safety problems.

To do this, road safety specialists need to have knowledge of the main indicators of road traffic, how road conditions affect the movement of traffic flows, and how to manage traffic through technical means of traffic flow management. In addition, in order to comprehensively study road accidents on highways, road safety specialists need to have information about their types and numbers, and have a thorough understanding of the system for collecting road accidents, the procedures for recording them, and the methods of analyzing them [5]. Despite the positive work being done in our country to ensure road safety due to the growth of motorization, the current situation requires us to improve our work in this area, study and implement the best practices of foreign countries, and train qualified drivers to ensure road safety.

While driving his vehicle, the driver must ensure the uninterrupted movement of other vehicles on the roads, interact with road users, and comply with traffic rules. Modernization and development

HSR (LONDON),
HOUGHTON STREET REVIEW JOURNAL
ISSN: 2058-5519|Impact factor-15.9
http://houghtonstreetreview.com/index.php/hsr

of road transport infrastructure play an important role in ensuring road safety. Road traffic rules include mandatory requirements applicable to all individuals and citizens and are aimed at ensuring the safety and health of citizens.

CONCLUSION

In order to radically improve traffic safety in the republic, all organizations operating in the national economy, regardless of their form of ownership, must fulfill the tasks set forth in the traffic law. Also, citizens, as road traffic participants - pedestrians, must fully comply with the rules of traffic on the roads. In order to increase the effectiveness of work in this area to a high level, it is necessary to improve the measures taken to ensure traffic safety in all ministries, committees, companies, concerns, associations, enterprises, organizations, funds and firms in the republic under the slogan "Ensuring traffic safety on the roads is a national matter", based on the level of modern requirements, widely using the experience of advanced foreign countries.

REFERENCES

1.Taxirjanovich, Ismailov Sarvarbek, and Zingirov Saidolim Jo'rayevich. "AVTOMOBILLARNING TORMOZLANISH XUSUSIYATLARINI NAZARIY VA EKSPERIMENTAL TADQIQOTLASH." *Mexatronika va robototexnika: muammolar va rivojlantirish istiqbollari* 1.1 (2023): 268-271.

2. Baxtiyorjon o'g'li E. A. AVTOMOBIL SHINASINI CAD/CAE TIZIMLARIDA MODELLASHTIRISH. – 2022.

3. Mamasoliyev B. et al. ELIMINATION OF NOISY OPERATION OF DAMAS REAR SUSPENSIONS //Science and innovation in the education system. – 2022. – Т. 1. – №. 4. – С. 59-63.

4. Bakirov L. et al. GUARANTEE SAFE MOVEMENT BY DESIGNING DRIVER'S WORK MODE THROUGH VEHICLE KEY IN ORGANIZING INTERNATIONAL TRANSPORTATION //International Bulletin of Applied Science and Technology. – 2022. – Т. 2. – №. 10. – С. 154-158.

5. Khushnudbek R. et al. KINEMATIC ANALYSIS OF A NEW GEAR-LEVER DIFFERENTIAL TRANSMISSION MECHANISM WITH SYMMETRICAL DISPLACEMENT OF THE CENTERS OF ROTATION OF THE DRIVEN AND DRIVING GEARS //Universum: технические науки. – 2021. – №. 5-6 (86). – С. 30-35.