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Amanay Tursunbaevna Akmatova

Osh State Law Institute

Candidate of Historical Sciences,

Associate Professor of the Department of Theory of State and Law

Kyrgyz Republic, Osh

DRIVER AS A GUARANTEE OF ROAD SAFETY

Abstract: By analogy with the definition of the reliability of technical systems, the reliability of a driver is his ability to work without failures for a certain period of time, that is, without road accidents. There are four main components of driver reliability: medical - the absence of diseases, the symptoms (manifestations) of which can lead to loss of control over the car while driving; -psychophysiological - a complex of personal qualities of a driver (properties of the nervous system, memory, reaction time, quality of attention, etc.), the disadvantages of which can cause a loss of time in conditions of its deficit, for example, in a dangerous situation, or lead to errors in decision-making or to their execution; -professional - experience, a set of driving skills, allowing to implement the most rational methods of ensuring safety in any traffic conditions, including dangerous and critical situations; -socio-psychological - a set of personal qualities of a person (level of general culture, sense of responsibility, discipline, etc.), which determine the nature of behavior on the road, which is a kind of social environment.

Key words: driver reliability, safety, road accidents, excessive fatigue, traffic safety fundamentals.

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Introduction

Kyrgyzstan ranks first among the CIS countries in terms of the number of deaths in road accidents. This was stated by the main traffic safety department (GUBDD) of the Ministry of Internal Affairs of the Kyrgyz Republic Talant Isaev. "Kyrgyzstan ranks first in the number of fatalities in road accidents in the CIS countries, according to a study by the World Bank," T. Isaev said. According to the traffic police, 3171 accidents were registered in the republic this year, of which 220 drunken drivers were committed, 581 people died in these accidents this year in 8 months, last 613 people. "Despite the fact that this year for 8 months the number of deaths is less than last year, the number of people injured in road accidents significantly exceeds the number of people injured in comparison with last year," T. Isaev said. According to the general, an increase in the number of accidents was noted this year in the capital, there were 860 accidents, an increase of 18% compared to last year [1].

The reasons affecting the decrease in the reliability of drivers are somehow connected with its components. For example, the inability of a driver to safely drive a car is most often due to his low psychophysiological qualities, illness, excessive fatigue, stress, etc. The reasons for the driver's unwillingness to drive safely are a low level of culture and legal awareness, aggressiveness, irresponsibility, and a tendency to drink alcohol.

The driver's ignorance of the rules of safe driving is most likely due to the fact that he has gaps in his knowledge of the Rules of the road, the device of the car, the basics of traffic safety.

Finally, the reason for the inability to drive safely is the lack of professional skill of the driver, in particular, improperly formed skills or the loss of such.

The driver must constantly monitor himself. If he notices that he regularly becomes the culprit of dangerous situations, he should either reconsider his behavior on the road, or give up driving. The inclination to take risks as one of the indicators of

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socio-psychological stability in combination with the motives of activity has a decisive influence on the degree of risk taken by the driver. It often happens that the "acceptable" level of risk in road traffic for the driver may be inadequate for his technical skill and the traffic situation.

How to determine how dangerous a situation that has arisen on the road due to the driver's risky behavior? This can be done according to your subjective feelings. Drivers are aware of the "experienced danger" associated with a sharp increase in the amount of adrenaline in the blood. In this case, there is a rapid heartbeat, a rush of blood to the limbs, a feeling of heat, and often a complex spectrum of emotions. With a normal reaction of the body to stress, this state is replaced after a short time by the mobilization of all human capabilities for safe driving [2].

The underestimation of danger, along with the propensity to take risks, is one of the persistent behavioral characteristics of the driver that lead to road accidents. Assessing the road situation, the driver, by virtue of the accumulated experience and the available knowledge, predicts the development of TPA. Each typical TPA corresponds to some objective level of danger, measured by the frequency of TPA escalation into an accident. The mismatch between the objective danger and its subjective assessment by the driver leads him to inappropriate actions.

A driver who underestimated the danger always unknowingly (in contrast to a risk-averse driver) makes risky maneuvers or does not take the necessary preventive action in conditions of a high probability of a dangerous development of road traffic safety. An overly cautious driver makes a lot of unnecessary braking, "shies away from every pillar", which also creates risky situations on the road.

Instability to monotony. Monotony is the state of a driver that occurs when driving on a relatively free flat road or on a familiar, well-known route, where the driver has to perform monotonous, repetitive actions for a long time. Monotony causes drowsiness, a slowdown in reaction, a decrease in the severity of perception of the road situation: the so-called "road hypnosis" occurs.

If you cannot overcome the state of "road hypnosis", you should make a short stop to do several physical exercises (warm-up), rest or eat. But the best "medicine", of course, is a 15-20 minute sleep. On a long journey, such stops are recommended to be made at least every three hours of driving, even if the state of monotony has not come.

Neglecting the state of "road hypnosis" most often leads to going off the road, overturning a car, hitting an obstacle.

Experts interpret the skill of the driver as a set of qualities that determine the level of safe, economical and comfortable driving, the combination of the driver's professional intelligence and technical skills

in driving. In this case, professional intelligence is understood as the ability of a driver to perceive information and make decisions in order to prevent the occurrence of dangerous situations in road traffic. Technical skills determine the skill of coping with dangerous and critical situations. Studies have found that the role of professional intelligence in ensuring traffic safety is the greatest.

The skill of a driver is determined by the quality of the following elements:

- perception and processing of information;
- preparation and selection of solutions for driving a car;
- decision making;
- technical execution of decisions.

The driver's professionalism in terms of ensuring traffic safety is primarily determined by the unity of three qualities: technical skill in driving; knowledge and skills of behavior in road traffic; discipline and responsibility, including moral and business qualities and social and psychological stability. In this case, the key and resulting ones are precisely the knowledge and skills of behavior in road traffic.

The decisive role of the driver in ensuring traffic safety is due to the fact that it is a person who introduces the absolute majority of disturbing subjective factors into the traffic system. So, determining the cause of an accident comes down mainly to the analysis of human actions, which in most cases are committed in violation of the traffic rules.

The number of vehicles and citizens receiving driver's licenses is growing in Kyrgyzstan. At the same time, the number of road accidents is also growing in the republic: according to official data for 9 months, more than three thousand. Accidents involving drunk drivers have also become more frequent. However, some of them prove otherwise over time. Experts note that a certificate for alcohol is simply bought.

For the whole last year in Kyrgyzstan, about 24 thousand Kyrgyz citizens received driving licenses. And over 10 months of this year, more than 20 thousand citizens received driving licenses. There are about 35 driving schools in the country. After training in the department of registration of vehicles and driver's personnel at the State Registration Service, drivers pass theory on a computer, and then practice. Deputy head of the department **Bakyt Baizakov** notes that every year there are more and more Kyrgyz people who want to drive, especially the weaker sex. - We have an increasing number of vehicles. If under the Soviet Union there was one car for 4 people, now every family has 2-3. We make every effort to ensure that educational schools teach quality. Now from 25 to 35 people are studying, mostly young people. There are a lot of women, as you can see a lot of women drivers on the street, - says Bakyt Baizakov, deputy head of the department for registration of vehicles and

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driver's personnel at the State Registration Service . Kyrgyzstan becomes the record holder for the number of road accidents. Every day on the roads, willy-nilly, you witness more than one accident. Almost all fatal accidents happen due to the fault of a drunk reckless driver who got behind the wheel. And drunk drivers are documented to come out "clean". Citizens spoke openly that alcohol certificates are simply bought. **Gulnara Tashibekova**, head physician of the ambulance of Bishkek, has no doubts about the forgery of such certificates. In August policeman **Ulan Sadykov** rammed an ambulance while intoxicated. However, the forensic medical examination showed the opposite. - The population, the president, the akim of the Pervomaisky district, all collected money. 599 thousand 950 soms this money is in the account of the ambulance. We have already applied for the purchase of a used car in order to somehow organize the exit of the ambulance . The tender has been announced, - said the head physician of the ambulance in Bishkek [3].

The statistics of insurance companies showed what violations of the wheel are committed by representatives of different sexes. Men are significantly more likely than women to commit serious misdemeanors and offenses while driving. According to a recent study by European insurance company CompareTheMarket, **65% of crimes are committed by male drivers**, while the remaining 35% are by women driving. First of all, men are 2.5 times more likely to get drunk driving.

- Even more men in comparison with women neglect the speed limit: 65% of such violations occur in the stronger sex.

- More often than women, men allow themselves to drive a car without an insurance policy.

Insurance companies note that the European Union has canceled the division of insurance premiums depending on the sex of the [driver](#) since 2012, although men still pay more for insurance on average because of riskier driving.

- By the way, the Russian traffic police has a [gender](#) differentiation of accidents .

And despite the constant growth in the number of women driving, the [indicators](#) have remained practically unchanged for many years: women get into accidents several times less often than men (depending on the year, the gap is 6-10 times). Much (1-12 times) fewer people were injured or killed in road accidents that were committed by women drivers.

Gaining experience and developing professional skills. Positive and negative skills.

According to various studies, in order to acquire the necessary skills in predicting hazardous road vehicles, a driver must drive about 100 thousand km behind the wheel of a car. This requires 5 to 10 years of driving experience.

Driver characteristics based on skills are sometimes critical; at the same time, the development of skills is significantly influenced by their interference - the process of inhibition of a new recently acquired skill by the old, more firmly mastered one. At the same time, the driver uses old skills automatically, without hesitation. In conditions of lack of time, distance, as well as distraction of attention, it is common for a person to act in accordance with firmly mastered skills brought to automatism, for example, assessing the size, braking and traction dynamics of a car. When changing to a car with different characteristics, the driver gradually adapts to them, however, the danger of interference remains and in difficult road conditions can lead to an accident.

Among the tasks of increasing the reliability of drivers, the task of neutralizing the interference of skills takes an important place. You should pay special attention to the required changes in the actions of driving a car, and in case of the slightest uncertainty, go through a simulator in an enclosed area.

Linking the hazard assessment of road traffic situations with the driver's experience [4].

Jokes about blondes driving are told in all countries, regardless of the hair color of their inhabitants. However, the dry figures of statistics prove that it is time to get rid of stereotypes: the worst (and most idiotic) road accidents are arranged by men. A skeptical, and sometimes - to be honest - an openly contemptuous attitude towards a woman driver is widespread in almost all countries of the world, regardless of the general degree of society's tolerance. Its roots go deep into the era of patriarchy, when any attempts by the weaker sex to leave the triangle "kitchen, church, children" caused amazement and rejection, as something incomprehensible to the mind. However, progress cannot be reversed: women went to work, put on trousers, and won the right to vote in elections ... The right to drive a car became a logical step in this series of emancipation, but there are few signs of advancing feminism that men made fun of in the way that, in general something, not a fundamental factor. There can be many explanations for this behavior - from the reluctance to allow girls to "toys big boys" to the fear that the woman will be more skilled at driving - but the fact remains: we can quite sincerely recognize women's talents in the automotive field, but the phrase "monkey with a grenade" will still be spinning somewhere in the background of consciousness. However, stereotypes exist to destroy them with numbers in hand. One study that can help restore justice was conducted by the British insurance company Elephant . Its specialists have done a tremendous job, analyzing the data on 200,000 insured events by a number of parameters - the age and gender of the driver, the presence of injured and victims, the amount of damage - and compiling a number of comparative tables. The results of the study are

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striking: for drivers under the age of 25 (note, as a rule, women begin to learn to drive later, therefore, by the age of 25 they usually have less experience than their male peers), the difference in the cost of an accident for an insurance company is 15% - and not in favor of men. Such a spread cannot be explained by an error in the calculations; in addition, for all age groups as a whole, it is also a very noticeable 6%, again in favor of women. However, money is not everything. According to the independent British research center Brake, every sixtieth male Englishman under the age of 30 becomes a participant in an accident with serious consequences, that is, one in which at least one person is killed or injured. Last year, these accidents cost the British economy \$ 2.4 billion. For women of the same age, this figure is three and a half times lower.

The UK data is almost entirely confirmed by the US statistics. According to the National Highway Traffic Safety Administration (NHTSA), 23,726 men and just 10,070 women died on United States roads in 2009. The department explained that men between the ages of 16 and 25 are much more inclined to reckless driving, so they not only get into accidents more often, but also pay much more fines for speeding, driving at red lights and other traffic violations. ... Overall, the American Automobile Association estimates that the average man is 77% more likely to die in an accident than the average woman.

A driver's assessment of his own qualifications is usually overestimated. The magnitude of exceeding the self-esteem of driving skills and the level of hazardous behavior in various TTS are closely related. The more self-esteem is overestimated, the more risky actions a driver can take while driving. It has been established that drivers who have driven about 40-80 thousand km gravitate towards an overestimated self-esteem of skill. The skills acquired by this time allow you to drive the car without initial stress, which creates the illusion of high skill, especially if the training stage has passed without incident. The actual skill level of the majority of drivers at this time is still far from what is required. This manifests itself in drivers in a tendency to commit various types of errors, various both in nature and for reasons. Let's note some of them.

Perceptual errors are expressed in the fact that signs of danger are detected either incompletely, or with a delay, and sometimes not at all. For example, the driver did not notice a sign warning of a danger, or a pedestrian who got out from behind a parked bus, etc. When the signs of danger of the TPA are detected in time, errors in assessing the parameters of the situation may occur. As a rule, the speed, acceleration (deceleration) of other cars, distance or interval, the location of vehicles on the roadway, and the distance to objects are commonly misjudged. For example, a driver noticed a car approaching an unregulated intersection on the right, but underestimated its speed,

and as a result made an incorrect assumption about the possibility of crossing the intersection first.

Another group of mistakes is associated with decision making. You can notice the signs in time and correctly assess the degree of danger, but at the same time make the wrong decision. For example, start overtaking despite a close distance to an oncoming vehicle, or increase your speed before a sharp turn in the road. The reasons for such errors are most often associated with a conscious risk.

Finally, there is an error taking action. And the danger was perceived in a timely manner, and the assessment was correct, and the decision was made correctly (say, to go around an obstacle), but the steering wheel was turned at an insufficient angle, which led to a collision.

Research confirms that the greatest weakness of skill in the vast majority of drivers is related to their ability to perceive and assess traffic hazards.

That is why it is important to constantly improve the level of knowledge and consolidate behavior skills in various TPA.

Thus, the reliability of the driver and its level are determined by a number of factors. It depends on the state of health, mental and physical development of a person, on the organization of his work and rest, it is influenced by age and many circumstances associated with the physical and intellectual maturity of the individual, as well as the state of the driver while driving. Of course, among them is the level of preparedness and professional skill of the driver.

The reasons for an inattentive, careless and dismissive attitude towards observance of traffic rules are mainly due to certain negative social positions of the offender, his views, orientations, moral principles and habits that determine the insufficient significance of public interests for him, indifference to the safety of others, to public duty and unwillingness to mobilize intellectual and volitional capabilities to fulfill established norms.

In this regard, it is of interest to study the personal characteristics of drivers who have committed road traffic crimes, criminological assessment of their characteristics.

Until recently, the driver's specialty remains mainly the privilege of men. Only among drivers of public electric transport, the proportion of women is quite high. So, among the drivers of trolley buses in Moscow 25%, and among the drivers of trams 70% are women. Female drivers are significantly less prone to recklessness, gross and otherwise guilty traffic violations [10]. Thus, among convicted women, the proportion of persons who have committed a crime while intoxicated is 1.5 times less than among men. The distribution of offenders by age category convincingly confirms the indisputable position that young drivers are most prone to non-compliance with the established Rules. Speaking about the peculiarities of the negative manifestation of this age group, it

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should be borne in mind that young drivers are also beginners at the same time, i.e. do not have sufficient experience in driving vehicles. As a result, drivers under the age of 20 are 3 times more likely than drivers over 40 to be involved in road traffic accidents [5].

In our time, there is no longer any work that a woman could not do. A woman is an athlete, a special forces fighter, a business woman and even flies into space. If we talk about a car, then statistics say that women drive much safer than men. In 2018, Kyrgyzstan started thinking about introducing a women's social taxi program. The idea was borrowed from the United Arab Emirates, where such a service has been successfully operating for many years. In the past year, the project is successfully implemented, bought cars and typed in a command-women drivers. Today the service employs eight women. The representative of the pilot project "Women's Social Taxi" Dastanbek Dzhusupbekov told **24.kg** news agency why more and more women want to work in taxi companies. [6].

Today, female drivers are a trend of our time. Their need for this service sector is growing every year. "Recently, we hear more and more news about the inadequacy of taxi drivers. Many girls would like, without fear, to call a car and return home, go on business in the company of women drivers. According to our survey, mothers who take their children by taxi to school or kindergarten want women to take them. Because they can calm the child down if necessary," said Dastanbek Dzhusupbekov. **Fact: a female driver is much more accurate and responsible than many men.**

In 2019, nine Hyundai Avante cars were purchased for Kyrgyzstan and began to recruit a team. However, there were few people who wanted to work on a rental car; they knew practically nothing about the project. Therefore, at first, five Kyrgyz women started working there [7].

"Someone came because they wanted to try themselves in a new field, because at 45-50 it is difficult to get a job in an office. Someone has been working in a private cab for a long time and for them the prices for car rental were optimal," says the source. To use the car, women paid 600 soms per day for old models and 700 for new ones. This despite the fact that the cars were in their own content. On holidays it was possible to rent a car for 300 soms.

In the main drivers work for 7-8 hours per shift can earn up to 2 thousand soms, which pay rent 500-600 soms and gasoline - 500 Net income - from 500 to 1 thousand soms.

"About 40 women drivers have worked in our project, they change for different reasons. For someone conditions were unbearable, someone and not accustomed, someone went to buy the car at the other taxis, since for months they could practice at us and were confident that they can earn more, some left after the first accident, being afraid of repetition," says Dastanbek Dzhusupbekov.

Today, eight beneficiaries are working on the project, the lease terms have changed. Now you need to take cars from the parking lot and return them at 20.00. Car rental was also reduced by 100 soms, and for the first two weeks a woman taxi driver can pay 300 soms per day. "This period is a trial - a pilot project. In 2021, we will start looking for partners and grants for expansion, because the number of applicants has increased and is growing constantly," the project representative clarified [8].

Dastanbek Dzhusupbekov said that women become private cab drivers for a variety of reasons. Gulnura Maripova (name has been changed) owned a hostel - a family business. For many years, she made a stable income, but due to the spread of coronavirus infection, tourists and guests almost disappeared, and her savings gradually became less and less [9]. Having learned about the project, I decided to try it, and it works to this day. She also needed a car to take the children to school, to solve everyday tasks. One of the taxi drivers is 63 years old and retired. The new job became a good income for her in the context of the COVID-19 pandemic. Some women get behind the wheel because of family problems. "There was one resident of Bishkek who had to go to work in a taxi because her husband was diagnosed with an illness and he could not earn money, and a lot of money was required for treatment and surgery. In general, there are a lot of stories, but due to different prejudices they do not want publicity, they do not like publicity," the source concluded. According to statistics from international taxi services, women are 5 percent more likely to get good grades than their male colleagues, and users write positive reviews about trips with them one and a half times more.

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