



THE ROLE OF NON-GOVERNMENTAL ORGANIZATIONS IN ENSURING ROAD SAFETY

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Article history:	Abstract:
<p>Received: January 20th 2022 Accepted: February 20th 2022 Published: March 30th 2022</p>	<p>The article describes the activities of public organizations and types of business activities in the field of road safety, as well as the priorities for the organization of these activities.</p>
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INTRODUCTION

According to the World Health Organization, road accidents are the eighth leading cause of death. Every year, more than 1 million people worldwide die in road accidents. This figure is 2.2% of those who died from various causes.

Statistical data presented by official bodies in the field of road safety indicate that [3] a new socio-economic reality has appeared in the world - road accidents. This new reality is rapidly progressing due to the rapid development of the automotive industry. The level of road traffic injuries and its consequences can be significantly reduced if the measures necessary for this are purposefully implemented to improve road safety (RTSA) at various levels: interstate, state, regional, territorial and from different sides - the state, society, business, individual citizens. Road safety should be ensured by a system that includes various state bodies and organizations, non-governmental associations (public, trade union, scientific, youth, student and other organizations), industry, entrepreneurship, and media. An analysis of the current situation in the country in the field of road safety allows us to draw an unambiguous conclusion that road safety (RTS) is engaged in a comprehensive manner and all interested parties should participate in this. Entrepreneurship can make a significant contribution to improving road safety if there are necessary conditions for this, which include the theoretical basis of business activities in the field of road safety, legislative and regulatory support, the availability of ideas, awareness of social responsibility and the personal interest of entrepreneurs as participants in the movement.

Entrepreneurship in the system of ensuring road safety as a purposeful entrepreneurial activity at present in our country began to take shape only in the last three years.

The most important institutional changes in the field of road safety should be: the development of an effective state policy, the establishment of a single state governing body - the Department of Road Safety, changes in the legislative and regulatory framework, the emergence of a new direction in business, namely, entrepreneurship in traffic safety system.

Entrepreneurial activities in the field of road safety should extend to the field of education for the purpose of education, training and retraining of road users, to the field of road transport in order to improve the active and passive safety of vehicles, to the media in order to popularize the problems of road traffic injuries, developing effective solutions and informing the population on all issues of road safety, health care in order to save the life and health of road users. The traffic safety market should be a synthetic market that includes elements of the following markets: the market for motor vehicles, the market for transport services, the market for medical services and medicines, the construction market, the media market, the market for educational services, and the market for electronic devices.

DISCUSSION

Risk management is a kind of social management and for this reason it must be considered as a system that includes regulatory, organizational, economic, financial, informational and other elements. Optimization of the risk management system for business activities in the field of road safety should be carried out taking into account socio-economic factors and factors affecting road accidents (uncertainty of environmental impact, qualifications of traffic participants, technical condition of vehicles, etc.).

Important civil society institutions in practice in other states, for example, in Korea, three groups can be distinguished according to the road traffic safety:



The first category is civil society organizations created at the request of the police (or other government agencies) or schools. Examples of such well-known organizations in Korea are the Korean Green Mothers Society and the Korea Top Drivers Association.

Members of the Korea Best Drivers Association, made up primarily of commercial motorists, help police prevent traffic jams on busy days of the week, ensure smooth traffic, and prevent accidents involving children.

The second category includes civil society organizations established by families who have lost children in road traffic accidents. The most prominent groups in this category in Korea are the Korea Children's Traffic Safety Association and the Korea Child Safety Foundation. Members of these organizations try to ensure the safety of the children's movement at their own expense.

The third category of groups are societies formed on the basis of social needs arising from the solution of the problem of road traffic accidents involving children. Organizations such as Green Transport, Safe Kids Korea, and Kids Safety School fall into the third category. These community groups continue to make proposals to the Korean government for the reforms that need to be done with respect to transportation.

Only in the case of Korea, we see that cooperation between civil society and government, based on activity and solidarity, will help to find a meaningful solution to one of the main problems in society and create a proper system.

RESULTS

Roads are always full of coincidences. That is why it is very difficult to move without complex accidents in the process of complex movement. It is in this process that the relationship between the inspector and the driver, the inspector and the pedestrian, the disputes that follow them, lead to nervous breakdowns. There are also many complaints about the shortcomings in the work of road signs, lanes, traffic lights, which serve to ensure traffic safety on our streets and roads. In order to ensure road safety in the Republic of Uzbekistan, a number of areas in the field have been transferred to the private sector: to determine the level of road congestion, the driving school is designed to solve these issues.

The company performs its functions in accordance with the Constitution of the Republic of Uzbekistan, the laws of the Republic of Uzbekistan on non-governmental non-profit organizations, guarantees of non-governmental organizations, public associations and road safety and other regulatory legal acts. Road safety should be ensured by a system that

includes various state bodies and organizations, non-governmental associations (public, trade union, scientific, youth, student and other organizations), industry, entrepreneurship, and the media. Road safety should be seen at the national level as a new area of activity, and road safety should be seen as a public health issue and not just a transport issue.

The Traffic Safety Organization cooperates with non-governmental and international organizations established by the Law of the Republic of Uzbekistan on Traffic Safety. The society first and foremost serves the legal interests of its members. Citizens can ask questions of interest to experts in the field of traffic safety, find practical and legal solutions and use their services.

The activities of the organization include advocacy and prevention of road accidents, road accidents, protection and promotion of the interests of road users, members of the organization. To this end, the Republic of Uzbekistan promotes compliance with the law on road safety and provides legal protection to road users. It is necessary to emphasize the role of public organizations in reducing the number of violations of traffic rules and traffic accidents on the roads of the country.

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