

**PROBLEMS OF TRANSPORT SAFETY IN THE REPUBLIC OF BELARUS**

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125 years have passed since the first accident took place, but transport safety issues are still the most important problems of the organization of public life. According to statistics for 2020, only in Minsk, as a result of an accident, 669 people were injured, 31 people died and 638 were injured of varying severity [1, 2]. In accordance with statistics, road accidents occur most often during rush hours, on holidays, on the first and last days of mass vocations. About 80 % of victims die for the first 2–3 hours in car accidents due to severe blood losses. The road is especially dangerous in winter. The winter months account for about 60 % of accidents throughout the year. Rain and fog also complicate traffic conditions and can cause a traffic accident.

State transport policy provides the implementation of the rights of citizens guaranteed by the Constitution of the Republic of Belarus to free movement.

Transport has always been and will remain the most important component of the economy, a factor that ensures its unity and integrity. The development of transport and communications largely determines the national security of the country, defensive potentialities, and the solution of social problems.

Reliable and efficient transport operation allows other branches of the economy to reduce the cost of goods and services, which in its turn, stimulates the growth of production and consumption, as well as contributes to the expansion of international relations, the integration of the national economy with the world economic system.

The transport system is a set of road, rail, ground and underground urban electric, air, water and other means of transport. The structure of the transport system includes vehicles and transport communications (roads, railways, airways, waterways, information and navigation systems, etc.), transport enterprises and other organizations, and services that ensure the functioning of transport [1, p.105].

Traffic safety on various means of transport is currently one of the priority requirements for transport systems. In the total set of measures to ensure the safety of transportation, three basic areas can be distinguished:

- 1) improvement of vehicle designs;
- 2) development of transport highways and engineering structures;
- 3) improvement of traffic control systems.

Based on the main points of transport safety, the following problems of road infrastructure can be identified:

- 1) almost 50 % of the total volume of road transport is carried out under exceeding the road network loading standard level;
- 2) radial configuration of roads is focused on Minsk. Nowadays the main shortcomings of the Belarussian transport are the low technical level and unsatisfactory condition of its production base.

Reconstruction and construction of infrastructure facilities reduction, as well as the replenishment rate and fleet renewal recently have led to a significant deterioration in their technical condition (age structure, wear and tear, etc.) and performance [3, p.112].

The main problems of the vehicle functioning include the following:

- 1) the lack of statistical reporting on the volume of passenger transportation services;
- 2) insufficient quality of dispatching services concerning speed order processing;
- 3) driver behavior low culture;
- 4) drivers' insufficient qualification and training;
- 5) carriers providing transportation services without a special permission (license);
- 6) lack of full control over the fare.

In order to improve control over the fare payment on passenger transport, it is necessary to consider in the future the transfer of violations related to stowaways from the scope of administrative to the scope of civil law. And it is important to introduce passenger civil liability to the carrier for fare payment, according to which the passenger in the case of stowaways will be obliged to pay a penalty to the carrier for contract terms violations.

The introduction of an automated system for passenger accounting and fare control will allow:

- to increase fare collection in road transport and the level of income of road carriers;
- to improve the quality of passenger service, economic attractiveness and convenience of paying through the system for the population;
- to monitor passenger traffic to improve public services;
- to carry out accounting of the work performed by road carriers with differentiation by time of day, by social groups and other factors;
- to increase the share of non-cash payments to reduce the costs associated with the circulation of cash;
- to minimize the possibility of falsification of travel documents;
- to develop and implement the sale system of electronic tickets;
- to provide an opportunity to purchase tickets using special terminals;
- to provide payment for travel and baggage transportation with the use of modern banking technologies: SMS-banking, Internet banking, bank plastic cards, including the Internet;

The key issue of transport policy is the improvement of state regulation of transport activities. First of all, it is the revision of the procedure for granting subsidies from the budget, taxation rules, tariff policy, as well as antimonopoly regulation. Therefore, transport policy in many countries is considered as a part of the national strategy, and transport is under constant and fairly strict control of the state.

Moreover, an efficient and highly integrated transport system is considered a decisive condition for the formation of domestic and external commodity markets.

Unfortunately, Belarus has not developed a unified transport policy yet and, in fact, the struggle continues between the forces advocating for the radical renewal of the unified transport system and conservative circles defending their departmental interests. The result is unjustified waste of resources of all kinds, including budget funds. To solve transport problems successfully, a systematic and integrated approach is required [4].

Thus, it can be stated that transport safety is the most important aspect in the development of the entire transport system of our country. That is why it is necessary to pay sufficient attention to the development of this problem.

#### References

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## СОВРЕМЕННЫЕ МЕТОДЫ И ТЕХНИЧЕСКИЕ СРЕДСТВА ФИКСАЦИИ ДОРОЖНОЙ ОБСТАНОВКИ, ТРАНСПОРТНЫХ СРЕДСТВ И ИНЫХ ОБЪЕКТОВ НА МЕСТЕ ДТП

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Наиболее распространенным недостатком в практике назначения автотехнических экспертиз является неполнота и недоброкачество материалов, представляемых для экспертного исследования. В большинстве случаев это объясняется неквалифицированным осмотром места ДТП и транспортных средств работниками соответствующих служб, упрощенным составлением первичных документов о ДТП (без должного внимания к следам и вещественным доказательствам).

Дорожно-транспортное происшествие скоротечно, оно развивается и заканчивается в течение нескольких секунд. Обстановка на месте ДТП не может сохраняться длительное время в связи с тем, что