

ROAD SAFETY IN THE TRANSPORT PROCESS AS A SOCIAL PHENOMENON

Summary. *The article considers the problem of social orientation of road safety in the transport process. It is shown that road traffic in the transport process is a certain social process of society, in which a person is conditioned by the social environment and in which road safety is of paramount importance. The author concludes that in the transport process road safety is determined by the level of social adaptation of a person as a road user.*

Key words: *road safety, transport process, motor transport, human factor, social process.*

Introduction. Road safety (RS) is considered by experts in different aspects, respectively, the concept of RS has a different meaning [3; 4; 13; 16; 17]. So the issues of RS, transport safety and general principles of ensuring the operability of transport, dedicated to the diverse works of V. O. Alekseev, S. I. Antypov, O. V. Bazhynov, V.F. Babkov, T. P. Hrechka, M. Ya. Hovoruschenko, A. P. Kuznitsov, Ye.M. Lobanov, B. F. Lonchynskyi, Ye. V. Nahorny, I. S. Nesterenko, V.P. Polishchuk, M. A. Podryhalo, A. S. Polianskyi, A. N. Romanov, V.M. Samsonkin, L. I. Sopilnyka, V. Yu. Stepanov, A. M. Turenko and others [5; 9; 10; 12–14; 16; 17]. In their works, the authors point to the need to consider the safety of vehicles and RS as a difficult, complex phenomenon characterized by certain internal and external processes in the social

environment. They noted that the problem of RS is always relevant, requires a more serious approach and careful study.

But it should be noted that despite the large number of general scientific papers, there is still a lack of research on the complexity of the development of modern RS as a social phenomenon in the transport process, which requires further research.

The purpose of the study, problem statement. To consider the social orientation of RS in the transport process.

Research materials. According to the analysis of scientific sources, it should be noted that experts in the field of transport consider the transport process from different angles. That is: as a set of interrelated actions of technical means and human labor. As "the process of moving goods or passengers, which includes the preparation of goods for transportation, supply of rolling stock, loading of goods, registration of transport documents, movement, unloading and delivery of goods to the consignee ..." (I.S. Nesterenko) [12]. As "a set of actions performed by the employee and with the help of various means of labor in a certain sequence and interconnection of actions, as a result of which the movement of goods or passengers at a given distance ..." (D.M. Solohub) [7]. As "a set of loading operations at the loading and reloading points of transportation, unloading operations at the points of transfer of cargo from one mode of transport to another and the point of unloading and supply of rolling stock under load..." (A.V. Velmozhin, V.A. Hudkov) [5]. As "movement of goods and passengers, taking into account all the preparatory and final operations ..." (A.E. Horev) [6]. There are many other points of view.

Thus, the transport process can be considered "as a set of operations related to the movement of goods and passengers, including preparatory and final operations..." (I.S. Turevsky) [15], which occur in the external environment as a complex system of economy that ensures the safe interaction of all subjects of a single economic complex.

When considering the work of road transport (hereinafter referred to as the vehicles) as a branch of transport that meets the needs of the population in the transportation of passengers and goods by road in the transport process, it is necessary to take into account the social environment, which include: RS and provision of the safety of vehicles; maintenance of the highway; service centers, etc. [5–7; 9; 10; 12; 13; 15]. At the same time, motor transport, contributing to the economic, cultural and social development of society, is considered one of the most important sectors of the state economy. This is the socio-economic significance of the work of motor transport in the transport process for the state and society as a whole [1; 3-5; 8].

When considering the problems of RS in the transport process, it is necessary to take into account the multiplicity of manifestations of danger, which has led to different interpretations. They are the basis for the creation of independent fields of knowledge, which reflect the specifics of the use of measures to combat danger in various spheres of human life and activity. Accordingly, "security" should be considered as a social phenomenon of the environment. That is, "security" *is a* complex, systemic and multifaceted environmental phenomenon, characterized by certain internal processes.

In the state standards of Ukraine, in particular in DSTU 2293: 2014, the term "safety" is defined as a state of protection of the individual and society from the risk of harm. That is, security is associated with risk, danger, threat and, as a rule, is associated with a particular object - the technical system, man, society, state, etc [2; 3; 11].

It can be agreed that security is a certain dynamic state that arises in the process of activity of the security object and its interaction with the environment. But security, as such, does not involve control either by the security object or by external sources.

Accordingly, the Montreal Declaration on the Human Right to Security should be consulted, which provides the following definition of human security:

“Article 2. Safety is a condition in which hazards and conditions that lead to physical, psychological or material damage are controlled in order to preserve the health and well-being of individuals and society. Security is the result of the integrated process where a person interacts with the environment, including the physical, social, cultural, technological, political, economic and organizational environments. Safety, however, is not defined as the complete absence of danger” [11]. So, the object of this Declaration is not the elimination of all risks, but rather their control in order to protect the health and well-being of people and society.

It is known that security problems exist in almost all areas of human activity. At the same time, providing RS in the transport process is one of the priority requirements for transport systems [1-3]. In particular, the results of work on safety in the transport sector are formed in accordance with the legislation of Ukraine on safety in relation to certain areas of activity [1; 2; 4; 8; 16]. One of such areas is the RS, as an integral part of Ukraine's national security. This is the social significance of RS for the state and society as a whole

So, RS can be understood as a social process of activity of the relevant subjects of public relations to prevent accidents and incidents on vehicles. Accordingly, it can be concluded that the provision of RS is to prevent real and potential threats of accidents and catastrophes in vehicles and their consequences.

Thus, it can be concluded that the RS in the transport process can be considered as a social phenomenon that aims to achieve: safety of life, health of passengers during transportation, security of transportation of goods and luggage; safety of operation and functioning of transport objects and means, regulating requirements to their condition and carrying out of a complex of works on repair and service; protection of public order in road transport - a set of rules of conduct established and protected by the state in road transport and in public places in order to realize the rights of citizens to safe movement; safe

road conditions by developing and implementing organizational, engineering and technical measures aimed at ensuring the safety of life and property of road users, bringing roads, streets and railway crossings into proper condition, improving the organization of traffic, eliminating the causes of road accidents, and the like.

In its most general form, the social significance of RS in the transport process can be defined as: a system for preventing sociogenic threats (unlawful interference in the functioning of vehicles, terrorism, theft, hooliganism, blocking of roads and vehicles, violation of rules for operating vehicles, imperfection of these rules and the legislative framework, as for the motor transport complex); warning system on vehicles of natural emergencies (floods, landslides, earthquakes, snow and sand drifts on roads, tsunamis, ge-anomalous zones, typhoons, etc.) and man-made (poor quality of the material and technical part of vehicles, insufficient qualification of service personnel and etc.); a system aimed at improving the environmental safety of transportation, environmental sustainability of the road transport system; a system for preventing or minimizing material and moral damage on vehicles from crimes and accidents; a system for achieving national security goals in the transport industry.

Conclusions. The above gives grounds to conclude that traffic safety control in the transport process requires the following: monitoring of the transport process when transporting goods or passengers, clear procedures, which must be followed; detailed and accurate information on the goods and parties involved in the transportation.

In addition, when justifying the provision of RS in the transport process, it became necessary to form and implement a new methodology for ensuring RS in the transport process, taking into account the influence of the human factor. That is, modern knowledge and views on the problem of RS in the transport process, taking into account the influence of human factors to be considered as an

important socio-economic problem in the transport industry. The solution to this problem should be carried out taking into account the capabilities of all links of the integrated LADS system.

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