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SOME ISSUES OF ROAD SAFETY

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Road safety is an important socio-economic and demographic challenge of the Russian Federation. The accident rate in road transport causes enormous material and moral losses as to society in general, and to individual citizens.

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Today among the wide range of socio-economic problems, in the reasonable opinion of Professor V. I. Mayorov, the development and implementation of safety measures in the field of road traffic are essential [10, 275]. Statistics shows that the number of car accidents in 2012 continued to grow and reached 203,597 (growth of 2%), the number of deaths in road accidents 27,953 people (growth of 0.2%), injured people 258,618 (growth of 2.7%), social risk – 18.6 deaths per 100,000 population [7]. We believe that, with the adoption of the Concept of the Federal targeted program "Increasing of road safety in the years 2013-2020", today we need to talk, first of all, about improving of the concept of road safety [1].

One can agree with the opinion of many authors who define the concept of road safety as a system of beliefs and ideas about the protection of life, health and property of citizens, protection of their rights and legitimate interests in the field of road traffic, as well as the protection of interests of society and the state through preventing the causes of road accidents, reducing the severity of their consequences [3, 6, 9]. V. I. Mayorov correctly notes that with regard to the current state of the concept of road safety the following can be stated:

1) the lack in the legal science of a common understanding of the categories of "threat", "priorities", "criteria of road safety" and their meanings, despite their widespread use;

2) domestic legal science ignores the study of foreign experience of road safety problems, what greatly limits the analytical apparatus in this area;

3) imperfection of analytical tools, which in the process of scientific research causes the presence of unresolved so far issues:

- about economic-mathematical models, as the basis for determining indicators of human security in road traffic;
- about the results of regional comparative statistical studies;
- about the expert assessments or individual preferences of researchers;
- about the intensity of threats and their dependence on different conditions;
- about criteria that take into account national interests of states [9, 54].

Definition of road safety, which has acquired sectorial nature (food, raw, technological, etc.), has become one of the central issues of the concept of road safety. As a consequence, as in the case of road traffic, there was a formation of "own" industry-specific concepts of safety, but the first of them has taken a leading position.

It should be noted that "safety" has the following meaning. Explanatory dictionary of the Russian language by D. N. Ushakov notes that safety is the "absence of danger", "prevention of danger", "conditions, under which no danger" [14, 113]. Dictionary of Russian language by S. I. Ozhegov gives an unambiguous definition of safety – "a situation, in which no threat to anyone or anything" [11, 38].

At that, simultaneous presence of multiple threats and their potential victims is not excluded. Safety of the latter is ensured in cases where: 1) specific victims fend off all threats or 2) for them threats do not exist at all. Threat, on the contrary, implies the possibility of any damage. In other words, giving a description to safety, it should be borne in mind that it is the ability of some to objectively threaten, and of others – to fend off such threats, evading, defending from them, and sometimes eliminating them in a preventive manner [3].

As rightly noted by some authors, the concept involves the quantitative determination of the probability of risk events and their consequences, assessment of the level of risk and its allowable limit. The use of modern methods greatly increases the possibilities of obtaining quantitative assessments and increases the accuracy of predictions of natural, technological and social disasters. However, the feature of the present development is the increasing of the number of dangers that constantly threat to man [9, 54].

Since the measurement of many aspects of human security is of conditional nature, it is not always possible to determine quantitatively expressed ultimate level, violation of which indicates the presence of threats to human security and the risk of a crisis, although such attempts have been made [4, 135-141]. It should also

be borne in mind that the "limiting value" and its determination by mathematical methods cannot always be socially acceptable. Therefore, in respect of some of the indicators use the method of comparison with an already achieved level, for example: of the last period, of other states. Safety as the quality of road traffic in all countries has quantitative assessment, which is covered by the concept of accident rate. Its status is determined by the absolute and relative indicators. It is important to note that these indicators are of universal and international nature. Their changes through comparison of different periods provide an indication of the level of road safety in different areas and countries.

In the Russian Federation, according to official data, in 2012 were recorded 203,597 traffic accidents, in which killed 27,953 and injured 258,618 people. The level of risk of death in traffic accidents in the country is 21.1 deaths per 100,000 inhabitants, the coefficient of severity (number of deaths per 100 injured) in Russia as a whole amounted to an average of 10 [7], what is significantly higher than similar coefficient for economically developed countries [1]. Given these criteria, we believe it inappropriate to analyze the uneven distribution of rolling stock of vehicles, the density of the road network in the world and separate countries, and to draw conclusions about the benefits of public administration in this or that state. It seems that it is needed to take into account the existing differences in the systems of recording and accounting of traffic accidents, in particular in the definition of "perished" in statistics. According to the UN definition, perished is any person who dies at the scene of accident or dies from the consequences of traffic accident in the course of the next 30 days [13, 55]. However, in various countries this time period is different, for example: in Spain and Japan it is 1 day, in Austria and Greece – 3 days, in Russia, China and Latvia – 7 days. In Portugal, as perished in a traffic accident are considered persons whose deaths has occurred at the scene, during transportation to hospital or immediately after transportation, in other cases a person who dies later are recorded as injured. In the latter case, the traffic accident will not be counted as fatality accident, and only with the presence of wounded. Absolute precision can be gained when taking into account injuries caused by traffic accidents, regardless of the date of death [5]. However, we believe this counting is hardly possible. All this makes difficulties for comparative analysis of recorded data, excludes the possibility of obtaining reliable conclusions about the level of risk in road traffic, about vehicles and movements of population [12]. In this regard, foreign and domestic legal sciences are searching for the optimal model that would explain the cause of accidents and allow formulation of the theory of occurrence the causes of accidents.

Analyzing economic losses around the world V. F. Babkov notes, that the magnitude of losses from traffic accidents varies widely, the amount of losses from road accidents is extremely arbitrary, since it is impossible to evaluate in monetary terms the life and health of the victims, but these losses can be used in the economic calculations to justify the road works and planning of events for ensuring road safety [2, 12-17].

We agree with A. A. Bakhaev, that a set of indicators of the system for warning threats to human safety in road traffic is diverse. The corresponding list of indicators and early warning system are defined in a particular case on the basis of goals and the possibility of obtaining the necessary statistical information. Some of them still remain unclaimed for domestic social statistics [3]. In addition, it is possible to agree with the author, that the causes of the lack of effective monitoring over human safety in the field of traffic, along with the imperfection and limited statistical information, include the ignoring of the essence of the mechanism of real events [3]. It seems that V. V. Lukyanov rightly believed, that it was for this reason more than a century of efforts to identify the true composition of traffic accidents had not yielded the desired result [8, 24]. It is important to note that there is no yet unified view on the definition of "road traffic safety" in foreign studies. V. I. Mayorov highlights several key approaches to its determination, where the definition is seen as:

- condition for the implementation of social and economic policy;
- condition for the sustainability of a road user to the risk of accident rate in road traffic accidents;
- priority of international security;
- condition for the suppression of illicit economic activity.

Approach to road safety as a *condition for the implementation of socio-economic policy* coincides with the definition of road safety through the prism of interests. Although, there is a broader interpretation related to the conditions (principles) of the State policy in the field of road safety management [9, 62].

It seems, that the politicians should define what aims the society should follow to reduce the number of accidents, deaths and injuries in road traffic, what activities should be carried out, where to invest to achieve set goals.

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