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## ENSURING THE SAFETY OF PASSENGER TRANSPORTATION ON BUSES

**Abstract:** The article provides information on the requirements for transporting passengers by bus, the requirements for drivers when organizing passenger transportation by bus, the technical conditions

**Keywords:** Safety methods, technical condition, special transportation, requirements for drivers. n of buses and their use, excursions, special transportation, and transportation on one-time orders.

**INTRODUCTION:** The requirements are a document that establishes the procedure for ensuring the safety of passenger transportation by buses. The Council of Ministers of the Republic of Karakalpakstan, which makes decisions on the opening of new bus routes and the continuation of the use of existing ones, regional, city, district khokimiyats; ministries and departments, carriers that carry out bus transportation with their own transport or have concluded transportation contracts with enterprises (organizations) that are not part of their system, regardless of their form of ownership.

1. Travel and excursion organizations of the Republic of Uzbekistan;

ministries and departments providing for the construction, reconstruction, repair and maintenance of highways, streets, artificial structures, railway crossings, ferries; road, municipal organizations, other organizations installing and using technical means of traffic control; organizations of the hydrometeorological system informing carriers and road organizations, state traffic safety services about adverse weather conditions; organizations of the state traffic safety service, which monitors compliance with regulations and rules in the field of traffic safety, implements measures to manage and organize traffic; organizations of the Ministry of Health of the Republic of Uzbekistan, which provide for medical examinations of drivers before and after the trip;

2. The Agency for Automobile and River Transport of Uzbekistan (its territorial divisions) shall apply and have mandatory force to the bodies of state power and economic entities that monitor compliance with regulatory legal acts on the organization and provision of road transport safety. These Requirements shall not apply to the transportation of passengers by buses carried out by the National Security Service of the Republic of Uzbekistan, the Ministry of Defense, the Ministry of Internal Affairs and the Ministry of Emergency Situations. The safety of passenger transportation by buses shall be ensured directly by: bus drivers;

3. Passenger transportation by buses, regardless of their form of ownership;

municipal and other organizations (enterprises) that have at their disposal highways, streets, artificial structures, railway crossings, ferries, roads with technical means of traffic regulation;

Road safety shall be ensured by the divisions of the State Service for Road Traffic Safety (STS).

4. The following are the main tasks of bus operators, regardless of their form of ownership, in ensuring safety: staffing buses with drivers with appropriate qualifications; conducting training on traffic rules within the established deadlines and improving the professional skills of drivers; organizing control over the timely medical re-examination of drivers and regular medical

examinations before setting off; conducting driver training in a timely manner and providing them with guidance; providing drivers with information on bus route schemes, as well as changes in weather conditions, road conditions on the route, and the organization of road traffic; monitoring compliance by drivers with the permissible working hours, as well as the organization of their rest and meals; maintaining buses in good technical condition; rational organization of passenger transportation; regulating passenger flows, traffic speeds and establishing traffic schedules, taking into account safety, drivers' work and rest; monitoring the use of buses, drivers' compliance with the route traffic schedule and traffic rules; ensuring that each vehicle in use has a license card; complying with laws and regulations in the field of road safety.

5. The following are the main tasks of the Agency for Automobile and River Transport of Uzbekistan (its territorial divisions) in ensuring safety in the transportation of passengers by buses: monitoring compliance with regulatory legal documents on the organization of transportation by automobiles and ensuring traffic safety; monitoring compliance with licensing requirements and conditions when carrying out transportation by automobiles; monitoring compliance by foreign and national carriers with the main terms and provisions of international agreements and conventions in the field of automobile transport, to which the Republic of Uzbekistan is a party; introducing a mechanism for implementing transportation routes on a tender basis, monitoring compliance with tender contracts, and creating equal conditions for operating for carriers of all forms of ownership.

6. The following are the main tasks of road users, municipal, railway organizations and other organizations (enterprises) in ensuring safety in the transportation of passengers by buses: maintaining the roads, streets, artificial structures, railway crossings, ferries, road signs, and other means of traffic regulation under their jurisdiction in a technically sound condition that ensures unhindered and safe movement; promptly identifying dangerous sections of roads, eliminating sources of danger within the established time limits, and taking measures to close the bus route if this is not possible; timely implementation of measures to eliminate deficiencies identified by the inspection commissions of bus routes regarding the equipment and maintenance of roads, streets, artificial structures, railway crossings, ferries.

7. The following are the main tasks of the State Service for Road Safety units in ensuring the safety of passenger transportation by buses: monitoring the behavior and interaction of road users; qualifications of bus drivers; technical condition of buses; maintenance of highways, streets, road structures and railway crossings; procedure for installing and maintaining road signs and other traffic control devices; procedure for promptly identifying and eliminating dangerous sections of highways and streets; procedure for identifying and eliminating road accidents. The main tasks of the State Service for Road Safety units are to monitor compliance with the norms and rules governing the safety of passenger transportation by buses. In case of non-compliance with the indicated norms and rules governing the transportation of passengers by buses, the State Service for Road Safety takes measures to eliminate them, and if necessary, to stop bus traffic.

8. Regardless of the form of ownership, the heads of carriers that carry out or provide passenger transportation by buses are personally liable for failure to comply with these Requirements in accordance with current legislation.

9. Drivers who have the appropriate category (qualification), have reached the age of 21 and have passed a medical examination are allowed to drive buses intended for passenger transportation.

10. Drivers who have worked as bus drivers for the past three years on intercity and mountain routes, as well as on one-time tourist and excursion transportation and on the transportation of children are allowed to drive buses.

11. Persons who have worked as bus drivers for the past three years and have a certificate of professional competence in the field of international passenger transportation on international roads are allowed to drive buses.

12. The bus driver must comply with the requirements of the State Standards of Uzbekistan B5T 974/2000, the Rules for the Transportation of Passengers and Luggage in Road Transport.

IN. Avtobuslarning texnik xolati va ulardan foydalanish ,

13. The technical condition of buses and their equipment must meet the requirements of relevant standards, technical operation rules, the Regulation on technical maintenance and repair of road transport, instructions of manufacturing enterprises and other regulatory and technical documents.

14. All types and models of buses are allowed to operate on category 1-SH highways.

Buses with an axle load of up to 6 tons are allowed to operate on category 1U-U highways.

Buses used on mountain routes and routes equivalent to them must have front fog lights and rear lights, at least 2 supports for throwing under the wheel.

Buses intended for travel and excursions are marked with the words "traveler" and "excursion", and for special transportation on one-time orders, the word "order".

All buses transporting children must have identification signs as required by traffic regulations.

When transporting passengers on city and suburban routes, the number of passengers in a bus should not exceed the full capacity of the bus, and on intercity, mountain, tourist-excursion routes, when transporting children and one-time transportation - not more than the number of designated seats.

Only buses with luggage compartments are allowed to operate on intercity-regional and international routes.

When organizing the transportation of passengers by bus, when the driver's driving time is more than 9 hours or the route length is 400 km or more, a place for the driver to rest in the car must be equipped and two drivers must be sent on the trip.

On intercity-regional and international routes, the transportation of passengers by bus with one driver on routes 400 km or more and the organization of night trips is prohibited, unless otherwise provided for in the tender contract.

The bus schedule for intercity, interregional and international routes, as well as for tourist and excursion routes, stipulates that the driver must take a minimum of 15 minutes of rest after every 1.5 hours of driving, or 45 minutes after 4.5 hours of driving.

The bus driver must make a mark on the ticket-account sheet at checkpoints (bus stations, bus stations, dispatch points), in cases provided for in the traffic schedule, about the time of arrival and departure.

Route documents are drawn up: in the regional (city) khokimiyat or in the body authorized by them for transport; in the Agency of Automobile and River Transport of Uzbekistan (its territorial division) in copies sufficient for storage by carriers. Regular international bus route documents are drawn up in copies sufficient for storage by carriers in authorized state bodies passing through the route areas and in copies sufficient for storage by carriers.

Route documents are revised and approved as necessary, based on the study of passenger flows, when the traffic scheme and technical specifications of buses change.

Contracts and one-time orders for the allocation of buses to organizations, enterprises and citizens for excursions, special or one-time transportation are executed by carriers in accordance with the Rules for the Transportation of Passengers and Luggage in Motor Transport, other regulatory documents.

When transporting passengers in two or more buses with a capacity of more than 30 people each, their movement is carried out in a convoy. The carrier shall appoint a person responsible for monitoring compliance with the Rules for the Transportation of Passengers and Luggage, the Rules for

the Use of Buses, other regulatory documents, traffic safety and safety equipment requirements.

The decision to escort the convoys with vehicles of the State Road Safety Service is made by the heads of internal affairs departments, and the decision to escort them with vehicles of the traffic safety service is made by the carriers.

Requirements for drivers when organizing passenger transportation by bus

Drivers who have the appropriate category (qualification), have reached the age of 21

and have passed a medical examination are allowed to drive buses intended for passenger transportation.

Drivers who have been working as bus drivers for the last three years are allowed to operate intercity and mountain routes, as well as for one-time tourist and excursion transportation and transportation of children.

International routes are open to persons who have worked as bus drivers for the last three years and have a certificate of professional competence in the field of passenger transportation on international vehicles.

Intercity-interregional and international buses carrying passengers must be equipped with control devices (tachographs) with a service workshop seal, and in international transportation, they must also have an identification mark of the Republic of Uzbekistan.

Individuals who do not have a technical base and are owners of buses transporting passengers on a commercial basis are required to conclude contracts with bus companies for 1-2 technical inspections, as well as for daily technical inspections of buses and medical examinations of drivers before departure on the route.

On intercity-interregional and international routes, it is prohibited to transport passengers by bus with one driver on routes of 400 km or more, as well as organize night trips, unless otherwise provided for in the tender contract. On intercity, interregional and international routes, as well as on tourist and excursion routes, the bus schedule stipulates that the driver must take a break of at least 15 minutes after every 1.5 hours of driving or 45 minutes after 4.5 hours of driving. At checkpoints (bus stations, bus stations, dispatch points), in cases provided for in the schedule, the bus driver must mark the time of arrival and departure on the ticket-accounting sheet.

**CONCLUSION:** In the event of malfunctions in the bus that pose a threat to traffic safety, as well as when the driver feels unwell, the bus must be stopped immediately. The dispatcher of the nearest bus station (bus station) or the carrier, who is obliged to replace the bus or driver, take measures to ensure the performance of the transportation, is notified of this.

Route documents are drawn up: in the regional (city) khokimiyat or the body authorized by them for transport; in the bodies of the regional transport and river transport departments passing through the route; in the Agency for Automobile and River Transport of Uzbekistan (its territorial division) in copies sufficient for storage by carriers.

Regular international bus route documents are drawn up in copies sufficient for storage by carriers in authorized state bodies passing through the route areas and in copies sufficient for storage by carriers.

Route documents are revised and approved as necessary, based on the study of passenger flows, when the traffic scheme and technical specifications of the buses change.

Contracts and one-time orders for the allocation of buses to organizations, enterprises and citizens for excursions, special or one-time transportation are drawn up by carriers in accordance with the Rules for the Transportation of Passengers and Luggage by Road Transport and other regulatory documents.

Contracts and orders are drawn up after receiving information from the customer about the destination, route, stopping place, number of passengers being transported, and the person responsible for

transportation (group leader, tour guide). The term of the bus's stay with the customer, the name of the person responsible for transportation must be entered in the waybill.

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