

## The Mechanism of Application of International Requirements in Uzbekistan to Ensure the Safety of Wheeled Vehicles

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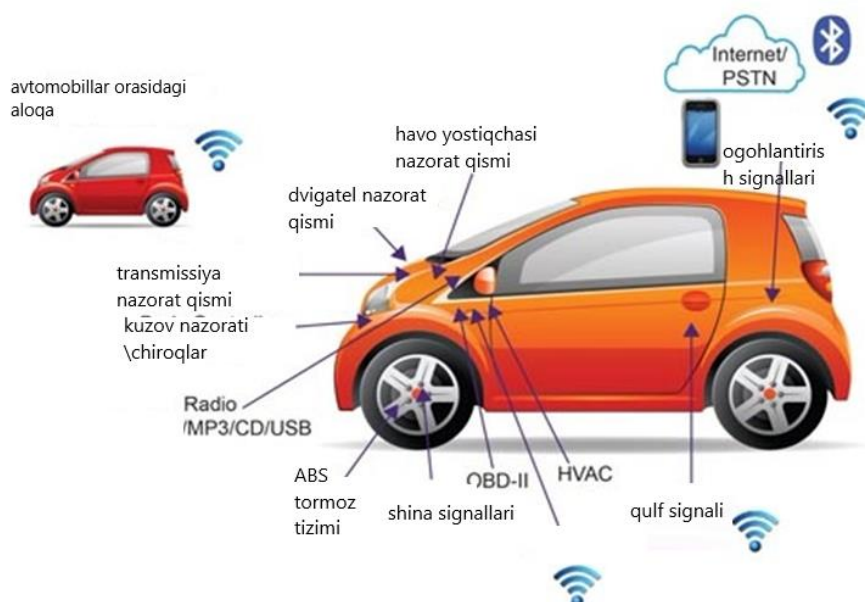
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**Abstract :** This thesis provides the first information about the stages of application of international requirements for vehicles in Uzbekistan, the decisions made in Uzbekistan in this regard, and the organizational work of the transport safety department.

**Key words:** Wheeled vehicles, international safety requirements, decisions, news, customs technical regulation, transport safety department, UN Economic Commission for Europe.

Today, worldwide demand for vehicles is increasing. The production of vehicles is growing accordingly. Of course, this leads to increased competition between vehicle manufacturers and increased safety requirements. Safety requirements are one of the main requirements for the production of a vehicle, and the extent to which a vehicle can meet these requirements is one of the factors that determine its position in the world market.



However, today the number of road traffic accidents and the number of people killed and injured in them continues to grow. According to statistics, 5,000,000 (five million) people die in road traffic accidents and 30,000,000 (thirty million) people are seriously injured every year. Another sad fact is that one in five of these injuries will be disabled for life. This figure is an average of 9-10 thousand per year in Uzbekistan, more than 2000 (two thousand) of them are victims [1].

Prevention of these incidents largely depends on the technical condition of the vehicle and how well it can meet safety requirements. In this regard, several decisions have been made and reforms are being carried out in our republic. Specifically; In order to harmonize the requirements for motor vehicles and their parts, the decision of the President of the Republic of Uzbekistan dated February 12, 2018 "On Accession to International Agreements" No. PQ-3526 was adopted [2]. The mutual recognition mechanism created by the agreement has made it possible to reduce the costs associated with conformity assessment for vehicle manufacturers. With this decision, the Republic of Uzbekistan joined the following international agreements:

Signing up for agreements:

- a). recognition of the type of vehicles approved by the Republic of Uzbekistan by other countries that are members of the agreements;
- b). Obtaining information on documents being accepted for standardization and testing of mechanical vehicles;
- d). It provides an opportunity to submit proposals to the documents developed within the framework of the European Economic Commission (EEC), to participate in the development of documents and meetings.

In addition, in the field of road safety, measures have been taken to equip the vehicles of individuals and legal entities with video recorders, and to establish a regulatory procedure for their use in order to prevent violations in the field of road safety. It can be said that Uzbek transport is another step towards international requirements.

It should be noted that the general technical regulation on the safety of wheeled vehicles put into circulation was approved in accordance with Appendix 1 of the Cabinet of Ministers' decision No. 237 dated April 25, 2017 [3].

Preparation of proposals for amendments to the technical regulation on updating this technical regulation in connection with the fulfillment of the obligations of the parties to participate in international agreements on the harmonization of vehicle safety requirements. At least once a year, the monitoring of the list of standards specified in paragraph 2 of this decision and the results of the application of the standards in the list, as well as the proposals of the parties, are also authorized to issue proposals.

Produced until December 31, 2012 and submitted to the commission for approval: Vehicle type, chassis type approval, notices on cancellation of the document confirming compliance with technical regulations, evidence on the safety of vehicles, vehicle proof of the structure and conformity of the vehicle, changes made to its composition, changes the requirements of safety documents, in particular, includes the requirements for the numbers and forms of such documents. Now let's get acquainted with some requirements of the technical regulations of the UN Economic Commission for Europe [4]:

1. Production of vehicles from used parts is prohibited
2. It is forbidden to install structures made of steel or other materials with similar strength characteristics, protruding forward in relation to the bumper line, on M1 and N1 category vehicles.
3. It is not allowed to contain ozone-depleting substances and materials in air conditioners, as well as refrigeration equipment used in vehicles.

4. Commercial vehicles of category M and a limited number of vehicles of category N used for the commercial transportation of passengers, as well as specially designed for the transportation of children, as well as operational service vehicles must be equipped with satellite navigation equipment. .

5. M2 and M3, N2 and N3 class vehicles engaged in commercial transportation of passengers and cargo must be equipped with tachographs.

6. It is prohibited to put into circulation the right-hand drive vehicle of category M2 and M3.

The application of international requirements in ensuring the safety of wheeled vehicles in Uzbekistan is of course very important, but it is better to implement these requirements step by step. There are several specific reasons for this. For example, the production of a car that meets the latest international requirements leads to a sharp increase in its cost. It is known that any company that manufactures automobiles must take into account the financial situation of its own people first of all. Therefore, we need to find the "golden ratio" between international requirements and the economic situation of the Uzbek people, and wheeled vehicles, in particular passenger cars and in general any transport industry in Uzbekistan, we need to bring this amount in parallel. The important thing is that the cars produced in Uzbekistan are very suitable for the economic situation of Uzbekistan and, so to speak, all the peoples of Central Asia. This shows that the Uzbek auto industry has chosen a promising path.

In conclusion, it can be said that Uzbekistan is taking the most optimal and effective way in applying the requirements for wheeled vehicles, which certainly shows and shows its positive results. Here are the results in order to improve further, we must train personnel with deep knowledge in this field and not forget our personal responsibility as a representative of this field.

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