

ROAD SAFETY PROBLEMS AND WAYS TO SOLVE THEM AT THE “KAMCHIQ” PASS

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It is known that during life, full protection of a person from the negative effects of various dangers is not guaranteed .

Man’s each how new positive behavior and will receive results of course some kind of new to risks take will come.

Including, A-373 “Tashkent-Osh” car of the road “Whip” from the pass passable part (116-195 km), newly built “Angren -Pop” iron road line too _ landslides risk put stands.

This of structures “big to the distance stretched and constructions complexity for this roads all snow avalanche danger there is places aside past to build opportunity won’t be. Stationary protection tools application (galleries, dams, stomach holding staying and direction in order put standing devices build) too big material and financial resources Demand is enough and some cases while to the goal according to maybe not” [1].

Current at the time The total number of sections with the risk of avalanches in the territory of the Republic of Uzbekistan is 77, of which 44 are in the crossing section of the highway “Tashkent-Osh” (total 57%).

If there is one thing common to all human encounters with an avalanche, it is that it is a completely unexpected event for the victim (that is, the person). Because the driver moving along the road never takes his eyes off the asphalt to see the peaks swollen with snow [2].

“Kamchik” pass is the only transport communication connecting the Eastern part of the Republic of Uzbekistan with other regions (10-15 thousand trucks and cars pass through it in both directions every day);

Therefore, early identification of risk sources, organization and implementation of systematic monitoring and control over them is of particular importance.

Activities in this direction are organized in our country on the basis of relevant legal and regulatory documents [3,4] .

In particular, infrastructure has been established to ensure security at the pass, special search and rescue forces of the state system for preventing emergency situations and acting in such situations are on permanent duty. Weather changes, precipitation amount, and snow layer thickness are systematically monitored in the pass. In addition, stationary protective devices are installed in appropriate places [Fig. 1] .



Fig . 1. Avalanche protection devices in the "Kamchik" pass

Despite the large-scale measures that can be taken, the process of seeing avalanches and large economic losses in the pass continues.

The analysis shows that meteorological factors that cause avalanches are heavy snowfall and storms, sudden changes in weather. In Kamchik pass, strong winds and storms can be considered as the main indicators of avalanches, and the region is characterized by a relatively short winter and severe cold weather. The most dangerous period of the year corresponds to November-February.

Based on the above-mentioned analyzes and as a result of studying the works of experts who have studied avalanche phenomena in detail [1,2,5,6] prevention of emergency situations related to avalanches in "Kamchik" Pass and in order to minimize the possible losses in its consequences, the following is proposed:

1. Early identification of dangerous sources in the pass, prevention of emergency situations and action in such situations, organization and implementation of systematic monitoring and control involving the forces and means of the state system;

2. Provision of continuous and automated exchange of information on monitoring and forecasting emergency situations related to avalanches, as well as their occurrence and consequences. For monitoring __ will move _ harvest to be _ in the plots modern technical equipment o ‘ installation ;

3. Comprehensively encourage the participation of higher educational institutions and scientific research institutions in the development of scientifically based measures for the prevention and elimination of the consequences of avalanches;

Installation of modern technical equipment , application of geo - information system technologies, more widespread use of modern monitoring devices (for example, drones) for monitoring landslides ;

5. It happened extraordinary situation about message to give system modern tools using improvement;

6. Regularly conduct command-staff, tactical-special training exercises and trainings related to avalanches involving regional and functional sub - systems of FVDT.

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