

ANALYSIS OF THE TRAINING SYSTEM OF MOTOR VEHICLE DRIVERS IN
FOREIGN COUNTRIES

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Abstract: *It is known that improving the driver training system, that is, the methods and methodologies of their training, makes a significant contribution to increasing road safety.*

This article presents an analysis of the vehicle training system in developed foreign countries.

Key words: *driver, driving school, teacher, new approach to pedestrian safety, foreign experience.*

Nowadays, modern life is unimaginable without road transport. The number of cars is increasing every year, but, unfortunately, the number of road accidents is also increasing. Road accidents caused by the fault of drivers make up the bulk of all accidents. The ability of drivers to prevent road accidents depends on their level of training.

Driving a car requires the driver to make the right decisions in a rapidly changing environment. With a constant lack of time, the driver cannot analyze in detail all possible directions of movement and assess their consequences, and also cannot consult with anyone about the correctness of the chosen decision.

Improvement of the driver training system, i.e. training methods and methods, will significantly contribute to the increase of road safety. In the process of driver training, it is carried out by forming a complex of knowledge, skills, habits and qualities that guarantee reliable practical control of the vehicle.

We may be particularly interested in some issues of driver training in countries with a high degree of carization. For example, the requirements for teachers are among them.

In Belgium, Denmark, Italy, the Netherlands, Norway, France, Germany and Switzerland, persons who have not undergone special training as instructors but who have a driving license for the category of vehicles they are teaching can teach driving. In the UK, motor vehicle driving instructors must have a special certificate, and in Austria and Switzerland, they must have a higher technical education, a bachelor's degree from a higher vocational school or equivalent [1].

The system of training motor vehicle drivers in foreign countries has its own characteristics. To study this, we turned to the analysis of the methods and techniques of training motor vehicle drivers in developed countries such as Germany, South Korea, and Russia.

Among these countries, the system of training drivers in Russia deserves a special in-depth study.

For example, in Germany, even in a driving school with a single state-approved curriculum, you can study theory and lessons independently with a private instructor [2].

Practical course - a mandatory minimum: 12 practical lessons. For those who are getting a driver's license for the first time, driving lessons must be at least 25 hours. Of these, 4 hours are at night, 4 hours on the autobahn, and the rest in various places. The student himself agrees on the lesson schedule with the teacher. The maximum lesson duration is 2 hours. The teacher tries to ensure that the future driver's license holder often encounters non-standard situations. The teacher makes the student practice along the routes on which he will have to take the exam. The main elements of driving are developed, in particular, through repeated repetition. These include passing pedestrians at a pedestrian crossing.

The advantages of studying in Germany are that, in addition to the high-quality training of practical driving instructors, practical training is carried out in urban conditions, without racetracks. The curriculum, of course, includes a full course in the theory and practice of using rear-view and side mirrors, the ability to maintain a distance - this is controlled by technical means, and fines are applied in case of violation of these requirements. If desired, you can take a course on the technical component of a car, where you can learn how to sort out the engine, independently change summer tires to winter tires. You can learn practical knowledge, such as identifying the causes of a car not starting and eliminating some of them.

In addition, driving lessons in Germany are carried out using the latest computer programs and modern technologies. Three-dimensional simulators of a real road help to develop a certain reaction to indicators and signs, improve the memorization of their signs. Theoretical training with simulation of traffic situations can be conducted both on a computer monitor and on special large-format projectors. The theoretical exam is a multiple-choice test that includes questions on traffic rules, various situational questions, as well as questions about the car's structure. There are 30 questions in total.

The practical exam is taken by special independent examiners licensed by local authorities. There are usually two or three in each region. They take the exam at all driving schools in the region. They cannot be bribed or otherwise influenced. Practical exams are taken on city streets, and candidates are subject to a strict failure for even the slightest mistake. The examiner sits in the back seat of the car and carefully monitors the examinee's movements. Any serious misconduct during the exam is punished with an immediate stop with a negative result. Such punishments include: driving at a red light, not yielding to pedestrians at a pedestrian crossing, not stopping completely at a stop sign or stop line, endangering road users or reacting late to danger, and other similar violations.

The exam is taken in the car in which the student has completed practical training. The instructor who has passed the practical training sits in the front passenger seat of the car. If during the exam the instructor touches the brake pedal before the student, the exam is considered failed. The practical exam lasts a maximum of 45 minutes. At the end of the exam, usually another theoretical question is asked on understanding the structure of the car. The independent examiner makes a verdict based on the number and seriousness of the mistakes made by the license applicant.

After successfully passing the exam for the first time, he is issued a temporary driving license valid for two years. If during these 2 years he has not violated any serious traffic rules, the temporary license is replaced by a permanent license [3].

The organization of driving license exams in South Korea is similar to that in Russia. Candidates take a theoretical exam on traffic rules, as well as demonstrate driving skills on a track and in real road conditions. Practical driving exams are taken at the track. Equipped with the latest technology, this track facility the size of a football field allows for the examination of 500 candidates daily. The track simulates intersections, railway crossings, turns of various radii and configurations.

The future driver must drive a certain route, performing the most appropriate maneuvers in real conditions: starting on a steep slope, parking the car on the road in various ways, etc. The track is equipped with road signs, road markings and traffic lights. In order to ensure maximum objectivity in assessing the actions of the future driver, the participation of the examiner is minimized. Its task is to monitor the process from a monitoring point. Modern technologies help the police in this: a system of sensors installed on the road and on vehicles allows you to monitor the correct implementation of control tasks, as well as time parameters.

The training leaders are provided with the necessary methodological recommendations and instructions for conducting theoretical training accurately and effectively. To achieve high quality driver training, it is necessary to skillfully combine theoretical, laboratory-practical (practical) training and training to instill the necessary skills in accordance with the qualification requirements.

When conducting training, teachers and trainers must form a high sense of personal responsibility in students for ensuring road safety and treat them with respect for road users. It is important to determine specific and effective measures as a result of a reliable and substantiated analysis of the causes and consequences of accidents, using statistical data collected throughout the country and specific examples from the region.

In South Korea, when training drivers, the main emphasis is placed on training in vehicle equipment and maintenance, as well as on the knowledge and skills of the trainees to identify and eliminate malfunctions that affect road safety, as well as checking the technical condition of the vehicle before setting off on a journey (flight), and performing maintenance work after returning from a journey. The main teaching

method is to demonstrate the units and mechanisms of the vehicle and their operation process in material parts (models), and the operation of the mechanisms - in cut-out models. Vehicle inspection and maintenance are studied in theoretical classes. In the practice of driving a vehicle, practical training is conducted in preparing the vehicle for driving and in performing maintenance after returning from driving [4].

The most common and at the same time the most expensive option in the Russian Federation is training at a driving school. The most common principle for finding a suitable driving school is its proximity to your workplace or home. Hundreds of organizations, both public and private, offer their services in Moscow. The cost of training varies, a lot depends on the location of the driving school and the qualifications of the teachers and instructors. In Moscow, a full 2-3-month theoretical course (two lessons per week) costs 6,000 rubles (this amount usually includes the cost of the necessary literature). Some driving schools use an accelerated method of preparing for theoretical exams in a month or even a week. The fee is half or three times less, but the amount of knowledge is correspondingly lighter. In driving schools, 16 lessons of 2 hours each are allocated for studying the basics of practical driving (usually academic, less often astronomical). One lesson with a professional instructor costs 150-300 rubles, a general driving course (with small wholesale discounts) costs 2000-4000 rubles.

For those who do not have enough basic time, there are also options for additional driving hours. The cost of education in the regions is lower (2000-3000 rubles), as in large cities of Russia, like in Moscow. In poor regions, relatively cheap gasoline, low salaries for teachers and instructors make their own adjustments: therefore, a general training course, including theory and practical driving, costs 2-3 times cheaper here. It is possible to take the exam online after independent preparation.

This is not prohibited by law. The practice of the State Traffic Safety Inspectorate (STS) shows that such applicants often do not have enough knowledge and practical skills for drivers to successfully pass the exam. According to unofficial statistics, 5-10% of externs receive a driver's license for the first time [5].

The mandatory costs for all types of candidates for drivers are the same for issuing documents. Before taking the exams, you will need to obtain a medical certificate. Many future drivers turn to clinics or companies licensed for medical activities. Often, these organizations do not require certificates from dispensaries, the whole process takes about an hour, and the prices range from 150 to 300 rubles. Exams under the State Traffic Safety Inspectorate are paid.

The cost of checking knowledge of traffic rules and driving skills is 36 rubles (the Moscow rate). In case of an unsuccessful attempt, you can retake it after eight days. You are allowed to retake it within three months until you get a positive result,

otherwise you will have to start all over again - fill out receipts and take two exams [6].

In conclusion, it can be said that in the process of training and retraining of teachers and drivers in the driving school, it is necessary to increase the theoretical knowledge of students and to form sufficient practical skills for practical driving of motor vehicles, based on innovative pedagogical technologies, to increase their professional competence.

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