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**CONSEQUENCES OF DRIVERS NOT MAINTAINING “INTERMEDIATE  
DISTANCE” ON CAPITAL CITY ROADS**

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**MAQOLA  
MALUMOTI**

**ANNOTATSIYA:**

**MAQOLA TARIXI:**

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**KALIT SO’ZLAR:**

*accident, improper  
organization of traffic,  
speeding, condition of  
roads, existing  
infrastructure, accident  
hotspots.*

*Time is passing so rapidly that the sharp increase  
in the flow of vehicles in our country, the movement  
of vehicles in large cities at speeds even lower than  
the established norms, and the rise in road-traffic  
accidents caused by the failure of vehicles to  
maintain intermediate distances at major  
intersections have led to a growing number of drivers  
and passengers being killed or injured. As a result,  
measures aimed at preventing and reducing such  
incidents are also increasing.*

**Kirish**

During the 7 months of 2024, 626 road-traffic accidents occurred in Tashkent city, which is 3.5% less compared to 649 accidents recorded in the same period of 2023.

Fatal cases decreased by only 2.3%, or by 1 case (43/42).

According to preliminary data, as of October 1, 2025, the permanent population of Uzbekistan amounted to 38,007,000 people. This figure increased by 2.2% compared to the same period in 2023. According to departmental statistical data, as of January 1, 2025, the permanent population of Tashkent exceeded 3,145,000 people. The number of vehicles owned by individuals in Uzbekistan as of July 1, 2025 reached 4,612,007. For comparison, as of January 1, 2024, this number was 4,002,000:

— Passenger cars – 3,759,045

— Trucks – 240,917

— Buses – 6,297

— Minibuses – 9,102

— Special vehicles – 5,383

It is clearly seen that the population’s need for vehicles is increasing rapidly every year. Recently, the rise in the number of vehicles, the sharp increase in traffic flow, the reduced

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speeds in large cities (below established norms), and drivers' attempts to "reach their destination faster" have resulted in more frequent violations of intermediate distance rules at major intersections. Consequently, the number of drivers and passengers killed or injured in road-traffic accidents is increasing. This situation has drawn the special attention of our President in recent years, not only because of the rising number of road-traffic accidents across the country but particularly those occurring in Tashkent. The most tragic aspect is the high number of fatalities and the many individuals who, having suffered severe injuries, become disabled for life.

Almost one-fourth of road-traffic accidents are caused by collisions between moving vehicles, impacts with stationary vehicles, driving under the influence, and failing to maintain intermediate distance.

In Tashkent city, during the 7 months of 2024, a total of 59 cases of drivers violating the intermediate distance rule while driving were recorded. In the same period of 2023, 44 such cases were recorded — an increase of 15 cases or 34.1%. Fatalities were 1 in 2024 and 3 in 2023. The number of injuries increased from 55 to 79 — a 43.6% rise.

Among drivers with private vehicles, the number of such accidents in the 7 months of 2024–2023 increased from 41 to 50 — a rise of 22.0%. Injuries increased from 7 to 18 — a rise of 157.1%.

Human factors remain the leading cause of road accidents. The main reasons include failing to maintain intermediate distance, driver inexperience, failing to yield to pedestrians, and disobeying traffic lights and road signs.

### **In conclusion**

Violations of road-traffic rules particularly involving failure to maintain intermediate distance between vehicles have sharply increased road-traffic accidents, resulting in a growing number of fatalities and injuries. Measures to prevent and reduce such accidents include:

- a) preventing accidents caused by drivers not maintaining intermediate distance through timely and systematic traffic management after an accident;
- b) identifying locations where failure to maintain intermediate distance is the leading cause of accidents;
- c) planning necessary measures to eliminate adverse factors and increase traffic safety in those areas;
- d) evaluating the cost of implementing these measures while considering their effectiveness and expected reduction in accident rates.

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