SAFETY TRAINING: COORDINATION AND ACCOUNTING

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ABSTRACT

Preparation of transport security forces, formation of a unified database of experts trained within specially targeted program, a system of certification of railway staff of certain categories of readiness to perform the functions of protecting the population against all kinds of threats and risks in the transport are the tasks of training of people in the area of transport safety. At the same time the authors put forward a number of proposals for coordination of joint efforts of universities in the certification work, organization of trainings, experimental practice, and research.

ENGLISH SUMMARY

Background. *One of the main objectives of Transport Strategy of the Russian Federation [1] is to increase integrated safety and stability of a transport system. Achievement of this goal will not only ensure efficient operation of emergency services, civil defense, units of special services and increase a level of mobilization readiness, but will also create necessary conditions to ensure an appropriate level of transport safety [2].*

An important part of achieving the objectives of Transport Strategy is to prepare transport safety forces (hereinafter- TSF).

Objective. *The objective of the authors is to consider problematic issues and to propose guidelines for creation of a system of certification of transport safety forces and control system for training of personnel in the field of transport safety.*

Methods. *The authors use analytical method.*

Results. Federal Law of the Russian Federation dated February 3, 2014 № 15-FZ «On Amendments to Certain Legislative Acts of the Russian Federation on transport safety» [3] introduced significant changes in the activity of transport facilities. It introduced missing terms, clarified existing ones, set new and revised existing procedures within the officially prescribed preventive and protective measures.

However, there are issues that need to be addressed immediately. It is advisable to focus on those in the first place, without which it would be difficult to talk about regularity and consistency in the target job training. In particular, it is necessary to:

1. Develop universal approaches to definition of categories of employess, directly involved in ensuring transport safety, to achieve efficient organization of their training.

2. Determine a set of knowledge and skills required for a given category of personnel related to transport safety.

3. Create a methodology for determining the need for training, retraining and advanced training of personnel in specialized programs.

4. Develop proposals for organization of training, including the content and forms of implementation of training programs based on advanced educational technology.

5. Prepare proposals for methods assessing the effectiveness of educational programs on transport safety.

A prerequisite for this is the creation of a unified database system of specialists trained in transport safety. This task involves the use of modern information technologies. As part of a comprehensive program to ensure public safety in transport [4] in the training centers of transport universities students master workstations to generate information about the trainees. Roszheldor determined that MIIT has a role of an organizer and a coordinator of created accounting systems.

The emergence of a unified database will not only keep track of persons receiving knowledge on transport safety, but also efficiently control the frequency of certification of forces, which ensure it.

The next step in the organization of a control system for the preparation of transport security forces must be properly-established certification of railway specialists. This will help to improve their theoretical and legal knowledge. Benefits are received by:

– Experts, which assess vulnerability of transport infrastructure and means of rail transport;

– Officials of transport infrastructure, responsible for compliance with transport safety;

– Specialists engaged in visual diagnosis of mental and emotional state of passengers;

– Teachers of training centers that train TSF.

However, for acquisition of balance in the preparation of TSF it is necessary to identify:

– Any requirements, except the requirements for psychophysiological examination, which must be met by certification bodies during the verification procedure of competency of specialists;

– Frequency of training and certification for different categories of TSF.

Academy of integrated safety and security of MIIT has developed a number of proposals on these issues.

As for accreditation of entities as certification organizations, in our opinion, it should be

noted that the order of their registration and requirements should be transparent and consider benefits of transport universities over other, non-core organizations competing for the role of evaluators.

After all, we cannot ignore at least the fact that sectoral universities and institutes, as a rule, include within their structure TSF training centers, which possess the most modern material and technical base and sufficient qualified personnel.

Academy of integrated safety and security of MIIT can claim to be a focal point for transport higher education institutions on methodological support of TSF certification procedures provided funding for this activity. It is assumed to establish a following order in certification procedure.

Certificate (permission) of TSF certification should be issued for certified organizations: primary – for 3 years, secondary – for a period of 5 years.

Thus:

1. Primary certification shall be appointed upon the application.

2. Verification of requirements for TSF certification is carried out by certification organizations a year after the issuance of certificate (permission) to a certified organization.

3. Procedures for certification and follow-up verification of meeting the requirements for TSF certification should be paid.

Educational-methodical work of educational institutions and methodological support for training and certification of TSF are based on the principle of continuity, which is extremely important for such a significant type of test and evaluation of competency of employees. Therefore, we believe these issues should be closely related to each other, and their decision ultimately will make it possible to achieve an appropriate level of knowledge of normative and technical documents, to acquire knowledge of applied nature, to secure a basic minimum of skills in relation to transport safety [5].

In this regard, we should focus on development of model programs of modular type that with account of national characteristics will be convenient to use in training centers and universities of the countries participating in the international transport cooperation. Such programs should include modules, each of which enables to acquire necessary theoretical knowledge and practical skills, to check the quality of obtained skills and draw a conclusion about professional competence of an expert. The advantage of such educational programs is the opportunity to develop individual modules in series or parallel according to a personal learning plan, as well as their application in the network version without further adaptation and processing. It is very important for gaining knowledge of applied nature [6].

A special system of training in the form of practical exercises on specific objects of transport infrastructure will contribute to solidify obtained theoretical knowledge.

Conclusion. *From the perspective of TSF system development strategy, we emphasize in conclusion, that the priority should be given to joint research of all agencies and organizations interested in integrated transport safety. Only in case of planned work, resource coordination, alignment of purposes, a single information field and regular analytical control it will be possible to achieve a stable, sustainable result, which will satisfy a system.*

Keywords: *transport safety, training, unified database, certification, coordination.*

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