dealing with this issue. So far, in all major conventions on the issue of security on the internet network, the most important problem is the man as a user, who is insufficiently addressed in the possibilities of using the security service, better education of users of information systems is necessary, and through organizational measures (an example that every employee has a pass ECDL and the like) and education in the basics of security, what this work contains in itself.

In addition to the above, the aim of this paper was to point out the obligation of data protection that is transmitted through the computer network and show the basic mechanisms for their protection. This work provides only the framework of cryptography, the use and significance of applied algorithms without specific examples of mathematical operations. As a science that is developing rapidly, with the development of computers, it is expected to upgrade and implement it in the security measures of modern information systems.

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IMPACT OF NEW TECHNOLOGIES TO PROTECTION AND ROAD SAFETY

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Abstract: *The purpose of this paper is to point out the importance of the impact of new technologies on protection and road safety. The use of certain technological solutions in practice has many advantages, but also shows a number of problems and phenomena that negatively reflect on the protection and safety in road traffic. The consequences of the application of new technology and communications solutions today are reflected in a growing problem distraction, and distraction to driving. The problem is present in all the frequent use of various technological devices, whose use during driving can be dangerous, affecting the safety of driving. Most often when driving using mobile devices to talk or write and read messages. A number of relevant research on the dangers of using mobile phones while driving a vehicle, which are discussed in the paper, indicating their deleterious effects on road safety. Implementation of new measures to protect participants, and first and foremost the driver while driving a vehicle requires a minimum standard and the adoption of the legislation, which will affect the reduction in risk and increase protection and security during driving.*

Keywords*: New technologies, communication devices, distraction, hazards, safety and security*

1. INTRODUCTION

The concept of protection and safety in road traffic implies a technical and technological approach to the development of sustainable transport, the requirements of which are related to sustainable mobility, that is, to the transport process, which is related to economic, social, social and environmental aspects. The focus is on human life and health, environmental protection and resource protection. For example, in English, the term security implies protection, as well as the notion of protection, while the notion of security implies security. Both of these terms mean different aspects of care for man, environment and resources. Protection and security in this context is a different set of influences on all three basic drivers of road safety, man, vehicle and road, with the aim of ensuring that traffic is safe, reliable, timely and without danger and consequences for traffic participation. In this context, the concept of protection and security is understood to mean measures that should result in reducing traffic accidents and increasing safety of traffic flows, in order to protect the lives and health of people, their property and the environment [1]. Based on this, it can be concluded that traffic protection is a set of methods, measures and procedures, the primary goal of which is to protect all traffic participants from the influence of different factors that act during the traffic, which results in the occurrence of a traffic accident. This implies the elimination of causes leading to the occurrence of a road accident, in order to ensure the conditions of protection in the traffic process. From the viewpoint of organizational measures and procedures of protection, the organization of the state transport system, traffic flows, information systems, assistance and protection, road maintenance systems, traffic control and traffic prevention are important. From a social point of view, relevant legislation, protection plans, traffic education system, health prevention and protection of traffic participants are important. From a technical and technological point of view, traffic safety involves an interdisciplinary approach, and it understands a set of methods, technical norms and technological procedures, which aim to ensure safe traffic, in order to protect human lives, material goods and the environment. Based on this, it can be concluded that safety and security in the transport process is a scientific discipline whose primary goal is the protection and safety of all traffic participants within the framework of their psycho-physical possibilities, with a good organization of traffic flows and applied technical-technological traffic systems and minimum costs.

2. PRIORITIES OF THE EUROPEAN COMMISSION FOR THE FUTURE

The European Commission (EC) published its review of Road Safety Policy Guidelines, Road Safety Policy Orientations (RSPO), as a framework for action to reduce road traffic mortality by 50% by 2020. It was concluded that the seven strategic objectives of the RSPO remain relevant. However, in an independent study commissioned by the EC, a number of improvements have been proposed that have not been considered. Numerous security issues addressed in the road safety policy guidelines for measures

and EU performance indicators set in the strategy are very limited. The main conclusions of the evaluation of the assessment of the framework road safety policy of the EC are explained in the following [2]:

1. A framework policy remains a relevant strategic goal;
2. The strategic goal of reducing mortality is an important tool for reducing the number of deaths, which has proven to be an important and useful tool for monitoring and evaluating progress;
3. The goal is always at your fingertips, but it will be a challenge for the rest of the implementation period of the strategy. The average annual death toll of road deaths of 7.8% will be necessary if the target of 50% of the total reduction in traffic deaths from 2010 to 2020 is to be achieved;
4. More attention should be paid to the most vulnerable traffic participants and serious injuries. The mortality rate is slower among the most vulnerable traffic participants (pedestrians and bikers) and older participants (over 65 years) compared to other groups;
5. Future Challenges: Aging Aging, confusing technical devices. Work on road traffic safety in the coming years must begin to take into account new events such as population aging, increased use of potentially confusing technical devices in the traffic and the development of new security technologies such as cooperative Intelligent Transport Systems (ITS) and automated driving systems.

The EC priorities set for the period from 2015 to 2020 with ETSC analysis and recommendations [2] are: reducing the number of seriously injured persons, cooperative ITS and Advanced driving assistance systems, the most vulnerable road users, secure infrastructure, the implementation of traffic regulations, the achieved results are the basis of the approach to improving the safety of road traffic and gender and road safety.

2.1. New development of traffic safety from 2015 to 2020

In order to take additional measures to improve road safety and safety, the EC has accepted some of the recommendations of the European Traffic Safety Council (ETSC) [2] as a priority for the new development from 2015 to 2020. One of the key priorities for new developments is the increased investment of EU funds for road safety and safety. The second priority of the new development research is the occurrence of distraction, that is, distraction, because the use of mobile phones and other electronic devices while driving a vehicle significantly reduces the driving ability. This is one of the emerging issues that are troubling, and whose research is in progress. ETSC recommended that consideration be given to the adoption of the law on the prohibition of the use of mobile phones (both hands and hands-free) during the operation of the vehicle. The third priority of the new development is the creation of the European Road Safety Agency, which ETSC fully supports. The fourth priority relates to driving prohibition under the influence of alcohol and drugs. The data suggest that about 6,500 lives would be saved annually if all drivers were to keep the permitted amounts of alcohol while driving. Drinking problems under the influence of alcohol can be resolved by reducing the permissible amount of alcohol in the blood and using the engine blocking device. However,

driving under the influence of alcohol is still the second biggest cause of road accidents on EU roads. Therefore, the ETSC suggests the adoption of the Directive driving under the influence of alcohol, setting zero tolerance rates for all drivers, introducing alcohol locks, engine blocking devices for recidivists and professional drivers, and adopting common minimum standards for driving under the influence of drugs.

2.2. Significance of new technologies for protection and safety in transport

The rapid development of the needs for general mobility and the transport of material goods can no longer be solved only by physical construction and reconstruction of roads. In the 21st century engineering engineering, there are new requirements for achieving transport goals: safe, efficient, reliable and transport with minimal harmful impact on the environment. In doing so, the fundamental feature is reflected in the growing demands with the imperative of lower costs. Traffic safety is a key priority. On the basis of United Nations General Assembly Resolution 64/255, which defines the Decade of Road Safety Action (2011-2020), with the overall objective of reducing the number of people killed by 50% worldwide by 2020 and the European Commission adopted 2011 "White Book ", a Single European Space Plan - A Road to a Competitive Traffic System within which to manage resources effectively [3]. For the period up to 2020, the EU has set a very ambitious goal, reducing the number of road deaths by 50% starting from 2011. In the EU Member States, 500 people per week die in road accidents, of which the largest number of drivers, 105 pedestrians and 38 cyclists, and about 2600 people are seriously injured [4]. According to the lowest number of people killed in road accidents, Sweden is ahead of 2.8 and Britain with 2.9 deaths per one hundred thousand inhabitants. At the European Union level, the estimated total costs generated by the death of a person in a car accident are estimated at EUR 1.1 to 1.3 million. It is estimated that social costs (rehabilitation, health care, pecuniary damage, etc.) arising from fatalities and injuries on roads amount to at least 100 billion euros. The current stagnation of road traffic safety in relation to previous years is the reason for increased efforts and taking additional measures that will contribute to improving traffic safety.

In order for the EU to achieve its goal and halve the number of people killed on the roads by 2020, it is necessary to continue to operate in areas where visible improvement can be achieved. Innovative technologies and technological advances have increasingly taken on the impact on road safety, with significant potential for future improvements in road safety. Pursuant to the EU road safety policy guidelines for the period 2011-2020 and the General Safety Regulation [5], innovative technologies and research have a primary role to play in improving road safety in the future. The most effective new technologies to improve road safety in the area of active vehicle safety can bring significant benefits, including Intelligent Speed Assistance (ISA), Automated Emergency Braking (AEB), a warning in the event of a traffic lane leaving (Lane departure Warning-LDW / LCA), Alcohol Interlocks, engine blockers if the driver is under the influence of alcohol and the belt tie-reminders system on passenger seats, which are needed as

necessary technologies and already available on the market under effective conditions of use [6]. The advantages and disadvantages of intelligent use of particular technologies can significantly affect the improvement of road traffic safety [7]. Through the conclusions of the evaluation of the assessment of the framework road safety policy and the priorities for action in the next five years, the EC also emphasized, among other things, the importance of increased use of "confusing technical devices", that is, distractors in traffic as challenges to be addressed and whose use endangers the safety of vehicle management. A new challenge is the development of new security technologies such as cooperative Intelligent Transport Systems (ITS) and automated driving systems. In order to consider and undertake additional measures to improve road safety and security, the ETSC proposed, and the EC accepted recommendations as priorities for new developments and security improvements from 2015 to 2020. The intention is to devote more attention and research to the phenomenon of distraction , that is, distractions, because the use of different technical devices, and especially mobile phones and other electronic devices while driving the vehicle significantly reduces the driving ability. Therefore, the need to diagnose and investigate the dangers that jeopardize traffic safety, in particular safe vehicle management and safe travel, in order to consider and propose concrete measures to prevent the threat of traffic safety and improve the protection of road users.

3. DISTRACTIONS DURING DRIVING A VEHICLE

The use of new technologies, in addition to numerous advantages, can have a negative impact on traffic safety, in particular on safe vehicle management. In particular, it is about information and communication technologies that are being used intensively in recent times. The previous methodology for investigating traffic accidents and the causes of starvation in the foreground highlighted the improper and unadjusted speed of driving conditions, driving under the influence of alcohol and insufficient use of innovative technologies and elements of passive vehicle safety. However, numerous research and problems related to vehicle safety and the use of various devices while driving indicate the need to diagnose the hazards that in such circumstances endanger traffic safety. On the importance of this problem, it was also pointed out at the International Conference of the European Traffic Police Network, held on 16.11.2016. in Zagreb.[117]

3.1. Distraction while driving

The use of various, and especially mobile devices, during the vehicle's management, has the effect of deterring or distracting the situation in front of the vehicle, causing a potential danger that may have fatal consequences. In practical terms, it is inattention or distraction that causes attention when driving a vehicle from a situation in front of a vehicle [8]. In such a situation, the driver's concentration decreases, it prolongs the reaction time,

[117] The International Conference of the European Traffic Police Network (TISPOL) was held on 16.11.2016. in Zagreb, Hravtska.

reduces the ability to make timely decisions and secure responses. Along with the notion of distraction, the notion of a distractor (object, person, object, image, situation, device) is related to something that distracts the attention and concentration of the situation in front of the vehicle during the control. Except for drivers of motor vehicles, this problem is present both for cyclists and for pedestrians. Devoting attention, except when using a cell phone, is also due to the preparation for charging cell phones in the car, drinking water or drinking coffee while driving, then smoking, eating, searching for radio programs, or changing a CD / DVD / contact, listening to music or searching for a destination. The results of the research of this phenomenon, and especially research in the field of psychology, indicate the significant influence of mobile phone conversations on safe vehicle management. There are numerous studies about the negative impact of mobile phone conversations on safe vehicle management. However, traffic participants, and primarily drivers, are not sufficiently informed, nor are they aware of the dangers and consequences of such behavior. [9] From a psychological point of view, the driver's disturbance, the dangers and consequences of cell phone conversations, and the writing of messages while driving, indicate an adverse impact on driving. However, the key issue concerns the fact that drivers can not make it happen because a large number of drivers are consciously using a phone conversation during a vehicle's control, considering it as a "normal" procedure. According to authors [10], there are various forms of distraction based on the psycho-physical characteristics of the driver, such as the sense of vision, hearing, sniff, taste, smell and balance.

3.2. What is distracting the driver's attention?

Distraction "deviation from the mind, attention, etc., due to a particular object or course; a fact that has somebody's attention or something disturbing concentration ". Although this definition is devoid of context, this means that distraction involves distracting something from something and that it is "something" disturbing someone's concentration on something else. The Expert Team at the International Conference on Traffic Disruption in Canada, 2005 (Hedlund et al., 2005) proposed the following definition: (1) "distracting driving because the driver is temporarily focused on an object, person, task, or event that does not apply to driving, which reduces driver awareness and decision-making ability, leading to an increased risk of corrective action, almost to an accident or accident "(page 2). The second approach is reflected in the systematic review, comparison, and analysis of the definition in the literature, which has been done in at least two known works (Lee et al., 2008; Pettitt et al., 2005). This has revealed the following two definitions: (2) "Distraction of the driver's attention is to draw attention from activities critical for safe driving towards the opposing activity" (Lee et al., 2008, p. 34). (3) "Distraction of the driver's attention is: delay by the driver in identifying the information necessary for the safe maintenance of lateral and longitudinal control of the vehicle (driving task); due to some events, activities, buildings or persons, inside or outside the vehicle; compels or intends to induce the driver to draw attention away from the basic tasks of driving; endangers driver's auditorium,

biomechanical, cognitive or visual abilities, or combinations thereof. (4) Distraction of driver's attention occurs "whenever a driver is delayed in recognizing the information necessary to secure the accomplishment of the driving task because an event, activity, object, or person in the vehicle or outside his vehicle is forced or is likely to cause the driver to shift from task to task in the drive "(Treat, 1980, p. 21). (5) Distraction of the driver's attention results "from the interference between the driver's task and external stimulation that has nothing to do with driving (for example, steering the vehicle and adjusting the radio)." (Hoel et al., 2010, page 576). These different approaches, in combination, reveal some of the key elements that are thought of in defining the distraction of the driver's attention or driver distraction: there is distraction from driving or safe driving, attention is diverted towards the opposing / competitive activity, inside or outside the vehicle, which can or does not have to be related to the ride, the opposing activity may force or induce the driver to divert attention accordingly and there is an implicit or explicit assumption that this has a negative effect on safe driving.The results of the survey about distractions while driving of the American Automobile Association[118] (AAA) motorcycle clubs in North America, which has 55.6 million members in 2014, indicates that writing messages while driving (86%) comes first when it comes to distractions, reading messages (81%) second, makeup, combing, shaving (58%) in third place, mobile phone conversation (in hand) (57%) in fourth place, followed by use of GPS (30%) (22%), in-car luggage (20%), other DVD systems (20%), food and drinks (19%), CD replacement (16%), vehicle interference (14%) , children in the car (12%), listening to audio books (10%) and talking with a companion (6%).

3.3. What is the driver's negligence?

A convenient starting point in defining "carelessness" is defining "attention." Attention is defined as "the concentration of the mind on the object, the maximum integration of higher mental processes" [11]. However, there is a great variety of thoughts in defining attention, among which a definition that encompasses the essence, as offered by the author [12], "... is a process of concentration or focusing of limited cognitive possibilities in order to facilitate perception or mental activity "(page 3). "Invalid", on the other hand, is defined as "failure to pay attention or receive notification" (shorter Oxford English Dictionary on historical principles, 2002, page 1340). Of course, this is not the definition of the driver of neglect, because it is devoid of context. However, it is interesting to understand (a) that a person has control over their care and (b) that it is careless to be somewhat negligent. Of course, this is not a definition of driver's negligence, because it is devoid of context. However, it is interesting that it is implied that (a) a person has control over their attention, and (b) that this is a negligence which is in some way negligent. In the literature there are very few definitions of driver carelessness, and those that exist as well as driver distraction differ in meaning.

[118] The American Automobile Association is a federation of moto clubs throughout North America. AAA is a non-profit organization with a membership of 55.6 million members in the US and Canada.

For example, authors [13] define the driver's carelessness as "the reduced attention to activities critical for safe driving in the absence of opposing activity" (page 32). Or Victor et al., 2008, defines driver's negligence as "incorrect selection of information, or lack of choice, or selection of irrelevant information "(page 137). In a new collision study, driver's failure was defined as an event" when the driver's mind drifted away from the driving task for some unconvincing reason ", such as when the driver focusing on inner thoughts (ie, dreaming, solving problems, taking care of family problems, etc.), and not focusing on the task of driving "(Craft & Preslopsky, 2009, p. 3). Talbot and Fagerlind (2009), in a paneurope study of 1005 collisions, define driver's negligence as "low alertness due to loss of focus" (page 4). Based on these definitions, it can be concluded that there are different forms of driver negligence. On the basis of an analysis of the above definitions, the authors [11] suggest that driver's negligence can be expressed in the following forms or subcategories: limited attention, priority attention, neglected attention, superficial / feminine attention and redirected / distracted. In doing so, diverted attention may be related and not related to the operation of the vehicle. When distracted attention is related to the driving of the driver's mind, they are related to the task of driving. In diverted attention not related to driving thoughts are not related to the task of driving (internal / unintentional, internal / intentional, external / intentional, external / unintentional) and are related to dreaming.

3.3. The impact of distracting the driver

It is known that the use of mobile phones while driving is a compromise on the performance of driving and safe driving, in both cases, in a real and stimulating driving environment. Depending on the mode of use of the mobile device, it was found that the phone conversation was associated with poor maintenance of the speed adjustment (Charlton, 2009; Haigney et al., 2000), failure to maintain the proper position of the vehicle (Charlton, 2009; Rosenbloom, 2006) load (ALm and Nilsson, 1995 Kirscher et al., 2004, Matthews et al, 2003; McKnight and McKnight, 1993), and the failure to detect relevant traffic signs (Strayer and Johnston, 2001). Numerous studies have also found that getting into a cell phone conversation during a vehicle's management (either hands-free or holding a phone) can result in danger of increasing the reaction time of the braking driver (Consiglio et al., 2003) on common traffic signs (Hancock et al, 2003; McKnight and McKnight, 1993; Strayer and Johnston, 2001), and vehicle decelerations (ALm and Nilsson, 1995; Strayer et al, 2003). An epidemiological study showed that a mobile phone conversation was associated with an increased risk of car accident occurring between four and nine times (McEvoy et al., 2005; Redelmeier and Tibshirani, 1997; Violanti, 1998; Violanti and Marshall, 1996) . The influence of distraction on the driver during driving is dependent on his characteristics (age, psycho-physical condition, fatigue, etc.), conditions and driving requirements (night, rain, fog, sun, ice, pavement condition, driving speed), demands of opposing activities (intensity, interest, complexity)

and his ability to control his behavior in a situation of distraction. There are studies whose interpretation of the results suggests different treatment when it comes to using a cell phone, as the most common device that disturbs the driver's attention. An example is a new study published by the British BBC, conducted in London at the Carnegie Mellon University in the School of Economics, shows that using a mobile phone in a car while driving is less dangerous than it actually is. The study included an analysis of more than eight million road accidents in eight US states between 2002 and 2005 at 21 o'clock. Analyzing telephone calls and appropriate traffic incidents, professors Saurabh Bhargava and Dr. Vikram Pathania concluded that traffic accidents were not caused by telephony. At that time, a large number of Americans on the road and statistics say that at that time the number of traffic accidents has not increased. In other words, telephone calls in the car are not recognized as the cause of traffic accidents. It has been revealed that the number of phone calls has increased, but not more traffic accidents. Another example of mobile phone-related research conducted by psychologist Strayer D., Utah University, conducted using driving simulators suggests slower response times for drivers to unforeseen circumstances. Drivers who participated in the survey occasionally chatted with the cell were unaware that they were "uncertain" and risked driving, and when asked how they drove, they responded. no error. It is clear that if drivers talk to a cell phone and drive a vehicle, some of the driving situations during the conversation are not aware or remembered at all. This is because their brain does not process peripheral information as needed. Peripheral information includes the identification of traffic signs, other vehicles and the contents around and along the road. It has also been proven that the same situation does not happen in cases where the driver is listening to music or talking with passengers in the vehicle, while the interference is significantly less. Writing and sending messages while driving is even more dangerous than talking to your cell phone. This procedure requires visual processing of the situation on the road and content on the cell phone, while simultaneously writing the message and managing the vehicle. It also requires thinking about the content of the message and the situation on the road that it controls. These tasks in the form of tasks are quite demanding and conditioned by attention and interference. The use of mobile phones during driving is conditioned by poor vehicle control, risk and inadequate driving speeds, poorer traffic signs, misspellings, increased response times, which can increase the risk of a car accident four to nine times (Charlton, 2009) . In today's conditions, the use of mobile phones while driving a vehicle to solve specific problems is some of the psychological and social factors that motivate drivers to use mobile phones. Furthermore, research has shown that talking to a mobile phone while driving a vehicle has a negative impact on safety, as it poses a risk of shifting attention from the driving situation to the conversation, as well as demanding activity. Numerous research and scientists did not find a significant difference in cellular phone conversations during vehicle management, hands-held hands-free use, and hands-free devices (Hallet, Regan, 2011, Charlton, 2009, Ishigami, Klein, 2009) . Overall, at least when it comes to researching personal car drivers, the use of hands-free mobile

phones does not reduce the risk associated with the use of cell phones while driving a vehicle (Ishigami and Klein, 2009; Lamble et al, 1999; Strayer and Johnston, 2001).

3.5. Arranging according to the regulations on the prohibition of the use of mobile devices

The purpose and purpose of using technology and its advancement should have a positive impact on improving the quality of life of all users. So it should be with the use of mobile devices, without which in today's conditions life is almost unimaginable. Their key tasks, allowing users to communicate easier and faster, have changed completely. In certain situations, users as well as traffic participants, and primarily drivers, can risk life when driving a vehicle. The law in Croatia should not use a mobile phone or other devices during the operation of a motor vehicle in a manner that would lessen the ability to react and safely manage the vehicle. A mobile phone can be used while driving if a device is used that allows its use without the use of hands. As part of the "Rule 7" project, co-financed by the World Automotive Organization (FIA), conducted by the Croatian Autoclub, based on the "10 golden rules", in July 2016, the results of a survey on the use of cell phones during the vehicle management [14]. The project is aimed at raising the danger of driver and passenger in the vehicle from using a mobile phone while driving a vehicle. The survey was conducted on-site and through an online poll, and public competition collected short films about the dangers of using the cell phone while driving. Short film authors were pupils of primary and secondary schools throughout Croatia and students and young people under the age of 24. The survey was conducted in the period from 14.03. until 06/03/2016. during business days and Saturdays at 45 locations in 25 cities. There were 11,504 drivers, 24% female drivers and 76% of drivers. It was noticed that 10% of drivers used a cell phone to talk while driving, and 2% typed it on the cell phone. Women talk about the cell phone about 27%, talking about 73%, while men type about 20%, and talk about 80%. It was also noticed that some 93% of drivers who used the mobile phone while driving were alone in the vehicle, which leads to the conclusion that drivers don't talk on the cell for business or family reasons, but because they are alone in the vehicle. The survey question in the online survey, whether driving mobile phones is dangerous, almost all respondents (96.3%) answered positively. By examining the behavior of drivers in traffic, it was noticed that they deliberately ignored the danger of talking to a mobile phone while driving. They have no fear either of the events of a traffic accident or of possible payment of fines. Such a position is confirmed by the data of the Ministry of the Interior about 39,000 recorded violations of the use of mobile phones during the operation of the vehicle. The danger of talking to a cell phone represents a large number of cognitive processes, from the understanding of another person, the memory of the content of the conversation to the observation of the spoken word. It is considered that the conversation with the passenger is not significantly dangerous, as the passenger changes the conversation depending on the situation on the road, weather conditions and unforeseen circumstances. This means that the conversation with the passenger can act favorably on the driver, because it keeps

him aware, alert, concentrated, and can, for example, advice him to pay attention to reduced road conditions or to reduce the speed of movement or to increase the distance. Because of the proven dangers of using a mobile phone while driving, the best solution for the protection and safety of drivers and traffic participants is to exclude a mobile phone and not use it. In addition to this solution, existing computer-aware applications that can be activated and automated send messages that the driver is managing the cell phone and will report later. In the event of an urgent conversation, turn off the vehicle, stop it, and make an interview.

4. CONCLUSION

In the literature used, there is a lack of the necessary consensus on the equalization of the meaning of the term "driver's negligence" and "distraction of the driver's attention," as different definitions are observed in the definitions. In this work, we tried to point out the theoretical framework for defining and understanding the role of inadmissibility of drivers in traffic accidents and possible hazards that lead to the occurrence of traffic accidents. In this way, he attempted to differentiate the meaning of the definition of driver's negligence and distraught driver attention, that is, distraction. It can be concluded that inadvertent driver involves insufficient attention to activities that are risky for safe driving, which can be a diversion of the driver's attention.

Important next steps in developing the meaning of the definitions of these concepts should be confirmed in practice in theoretical and practical sense, by developing a comprehensive framework for the uniformity of interpretation and understanding of terms. Future activities should focus on research that will try to find out why a mobile phone conversation has a negative impact on driver safety and vehicle management.

In order to implement the recommended measures, it will be necessary to establish and adopt appropriate legislation, which will define the application standards and enable the improvement of traffic safety. Future research is needed to determine if legislation is a successful method in creating changes in behavior and perception of risk during a conversation with a mobile phone while driving, and if not, what measures can affect such a change.

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