

## The Challenges of a Sociological Investigation of Transportation's impact on Society

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### Abstract

The article set out to assess the Social Studies and Management Department at Moscow Automobile and Road Construction State Technical University (MADI) with an eye toward incorporating transportation sociology into the university's arts and social sciences curriculum. The document also aimed to include these themes into the academic calendar for the social sciences and humanities. The author of this text aimed to create something that would please readers in the modern period while also taking into account the university will use cutting-edge pedagogical tools in accordance with the concepts of transdisciplinary and integrated learning. On the other hand, explained how studying transport sociology helps educators provide pupils with a theoretically grounded view of social reality. You need to convey this material in class in a style that is easily digestible by your students. places where theorizing about transportation meets doing it The lessons are blended together, with the emphasis placed on the topics that have the most resonance with the students. In these parts of the world, the passage of time is a factor. transportation in the context of a coronavirus pandemic, how people act while using transportation, how transportation systems function, etc. The ability to effectively communicate the educational value of an effective transportation system is crucial. The significance of taking transportation's social function into account.

Keys word: university education, the road construction industry, interdisciplinary, pedagogical innovation, and social responsibility.

### Introduction:

It's possible that advances in society, science, technology, and culture don't always have to coincide with advances in higher education. They should not only reveal the society's achievements, but also the most vital ways it might advance in the future. Therefore, it's important to craft a vision of the future that appeals not just to the people for whom the curricula are intended, but also to the representatives of the older age who produce them. In addition to facts, social imagination and emotional acuity also contributed to the construction of this picture. This picture was made possible because of the data we gathered. It's no secret that technical education devotes a lot of time and energy to the humanities cycle, and the same holds true for art-related topics for the time being. This became glaringly clear with the shift from the traditional STEM (Science, Technology, Engineering, and Mathematics) model to STEAM-education (Sabirova et al., 2018), an amalgamation of cutting-edge educational technologies meant to prepare students for Industry 4.0. (Pitt, 2009) The STEM paradigm is a holistic approach to education that brings together the fields of science and technology. The STEAM curriculum is a set of tools meant to get pupils ready for the Fourth Industrial Revolution. The addition of a "art" component to the offered educational paradigm allowed for the development of novel, imaginative settings that aided in both the teachers' and students' ability to grasp and personally experience the most crucial components of the topics they were studying.

Students in transportation-related fields might benefit from this type of educational opportunity by exploring the many ways in which transportation innovation has changed our daily lives and shaped our society. The study of transportation and society has developed into its own branch of sociology. Yago (2003) and Kuznetsov et al. (2014) argue that the importance of this topic goes far beyond a superficial exploration of how various demographics see public transit. By exposing them to the full scope of the social reality surrounding transportation, we help students comprehend the pros and cons of communications and how they will affect their future careers and personal lives. As such, it is one of the features that distinguishes this sociology subfield distinct from others. In order to help, we will show you what the journey will look like and show you how to get to the heart of your own "life path."

There will likely be more jobs available in the transportation sector as time goes on. The same is true for the professional certification standards in interdisciplinary domains like transportation, IT, logistics, psychology, economics, healthcare, and worker safety. This shift will take place during the next few years. After completing the CAPABLE study in several European countries, we now have a good idea of where the transportation industry stands in terms of educational and occupational requirements. In response, new training programs and the underlying business models have been developed to boost professional employability and develop a more sustainable transportation sector.

The result was the development of sector-specific training programs that fit naturally within the framework of a European-wide transportation education program (Bekiaris et al., 2019). Russia is currently taking into account the practices of other countries as it develops its own educational transport initiatives. The foundations of these courses are the integrated method and transdisciplinary ideas. Several global business tendencies can be seen in Russia as well.

#### Methods and materials:

This allows us to advance from the possibility of employing a holistic strategy to education, interaction pedagogy, and the consequent methods of learning and analytics, such as, for example, case studies, focus groups, event analysis, and interviews, when assessing students' grasp of a topic.

#### Results:

Given that transportation entails a line of communicative interaction between social actors, it is necessary to comprehend how it connects numerous sites with varying economic, social, and political characteristics as well as diverse cultural elements. It is also essential to understand how transportation links numerous cultural elements. Nonetheless, due to the communicative aspect, it is conceivable to consider these regions in terms of cross-cultural contact. Therefore, the application of cross-cultural research methodology has a direct scholarly effect that goes well beyond the study of cultural differences of individual territories and creates space for research on cross-cultural values (Jowell et al., 2007) and the characteristics of cross-cultural management (Ochieng et al., 2009; Kirkman, 2011; Brett et al., 2006; Muratova, 2014).

As part of their academic training, transport sociology was intended to convey to students the significance of transportation as a sociocultural phenomenon that reflects the degree to which an individual can accommodate the public's communicative need for territorial mobility under particular social space and time conditions. This action was taken to facilitate the learning process. This objective is also viewed in terms of economic, cultural, and informational exchange, which enables the identification of the risks associated with such mobility, particularly those associated with human security (Urry, 2005).

As future specialists gain a deeper understanding of the socio-cultural phenomenon that is transportation, they will be able to identify the resources that can be used to enhance transportation services as part of the social policies implemented by state and local governments. Future specialists will learn how to identify these resources, lending this strategy a pragmatic quality.

The requirement to study scientific literature from a variety of subfields is one of the peculiarities of researching the sociocultural aspects of transit services' problem regions and simultaneously teaching topics related to these services. The first is called phenomenology, and it investigates both the objective world of everyday reality and the individual's perception of it. This method enables the application of frame analysis to characterize a range of human behaviors in the context of transportation communications, while also raising more general questions about the interaction of social institutions, values, and practices (Matthews, 2009).

According to Pauwels (2010), conducting research on transportation issues utilizing visual sociology is of great value. During the training sessions, the students are able to draw their own conclusions about more general changes affecting the social context and to make predictions about the future of transportation involving, for example, unmanned means of transportation by visualizing the urban environment of the era of animal-drawn vehicles and comparing it to the environment of a modern city that abandons private automobiles in favor of public transportation or bicycles. This enables students to derive their own conclusions regarding broader social context-affecting changes.

#### Discussion:

The authors have identified several key areas in which to examine the social role of transportation in humanities and social sciences courses in order to effectively draw students' attention to the particulars of a given social space and time and the peculiarities of social communication within those realities. One of these crucial considerations is the role transportation plays in city development.

The first of these perspectives is concerned with time, which not only affects working conditions and ways to boost labor productivity but also is a crucial criterion for planning leisure activities and affording people the chance to hone their creative skills. Man spends a great deal of time traveling; therefore, it is crucial to make the most of this time and prevent man's general exhaustion when traveling from lowering his work productivity or depressing his professional drive. Novosibirsk State University (NSU) performed a sociological study on how people use public transit, and the results are illuminating. The purpose of the research was to learn more about the habits of daily commuters. At one time, the Soviet Union was thought to be the world's

most musical country because most people rode public transportation reading; today, however, it is thought that the Russian Federation is the world's most musical country because one-third of all riders prefer to listen to music instead of reading. Passengers mostly use their time reading, making it the second most popular pastime. However, sociologist concerns have been raised about the 5% of passengers who appear to be doing nothing. Decisions on what to do on public transportation are influenced by a number of circumstances, including the length of the trip, the time of day, the form of transportation, the presence of a traveling companion, and the presence of other passengers.

Communication among passengers appears to be on the decline, with fewer than 10% of respondents saying they would be likely to strike up a conversation with complete strangers. The rise of a new communication culture in which the quality of bodily presence is displayed more blatantly than in the past is one possible interpretation of this phenomenon, as suggested by Eichberg (2009). When interacting with strangers, or in this case, fellow passengers, people from this culture tend to keep their distance. However, this culture is also ready for a rise in communication with its closest friends and family. There has been an increase in the percentage of public transit users who can be characterized as assuming a neutral social position, as seen by the aforementioned behaviors emphasizing passengers' characteristic aloofness and low level of rapport. These passengers' actions illustrate their considerable distancing and lack of rapport, leading us to this conclusion.

Since this function is not limited to the transportation institution but defines one's social standing in general, it is possible to generalize some observations about people's social conduct in transportation to broader regions. Therefore, some inferences can be drawn about people's social conduct on public transportation. Furthermore, this function paves the way for combining transport sociology study findings into broader works on social control, mobility, stratification, etc.

To bolster this claim, in 2021 the Russian Public Opinion Research Centre (RPORC) polled the Russian public to find out which form of transportation they favor the most. Taking these two factors into account helps people decide which method of transportation will work best for them. The majority of responders thought the "comfort" criterion content envisioned people realizing they had been shielded from a coronavirus illness. More people explained their decision by mentioning the proximity to a stop or station, but many also cited this factor. Concern for individual safety has been a focal point in the fight against the COVID-19 pandemic. The fact that people have different reactions shows that civic duty and public consciousness are growing. Time spent getting there is the second most important consideration, as reported by RPORC. Time's increasing relevance in politics, business, and everyday life underlines the need for this criterion (Lyons et al., 2005). Students at MADI are aware that how they view time has a direct impact on their productivity, so instructors in courses like Personal Management and Time Management make sure to address this issue. People, especially young people, need to be aware of the significance of reducing their dependency on the mobility of others by diversifying their modes of transportation. This is why more and more people are opting to use car sharing services as opposed to buying or renting individual vehicles like cars, trucks, vans, SUVs, etc. Presently, these modifications are more common in urban regions than in cities with a population of fewer than 100,000.

The second area of investigation in this study is how the population under study gets around. In 1969, the United States conducted the first survey of its sort, the Nationwide Personal Transportation Survey. Germany and the United Kingdom have had very similar systems in place since the 1970s. Muleev (2015) claims that research is being conducted in Russia that is on par with that in the United States. When it comes to the future of specific spaces and, most importantly, the shifts in the culture of daily interaction within them, the goal of the practical research goes far beyond the management of traffic flow (Vasilyeva, 2010). The practical research goes beyond the realm of traffic control in its intended application.

The authors have identified several key areas in which humanities and social science courses may examine the social role of transportation, with the goal of effectively drawing students' attention to the specifics of a given social space and time, as well as the peculiarities of social communication within those realities. It is possible to prioritize which of these crucial areas to study. One of these important reasons is the role that transportation has played in the expansion of metropolitan areas.

The first of these points of view considers how time influences not only the workplace and how to boost efficiency, but also how to make the most of free time and cultivate one's own unique brand of creativity. Man spends a great deal of time traveling; making the most of this time and avoiding the general tiredness connected with travel that can hinder his productivity and interest in pursuing a profession in the relevant sector are both crucial. Novosibirsk State University (NSU) did an interesting sociological study on how people use public transit. Novosibirsk was the location of the investigation. The research was conducted to learn more about the routines of commuters. One-third of commuters in the Russian Federation would rather listen to music than read on public transportation, leading many to conclude that this country is now the most musical in the world. People used to assume that because most Soviet Union citizens read on public transportation that their country was the most musical. The only activity passengers partake in more frequently than reading is sleeping. However, sociologists are worried about the other 5% of tourists who don't seem to be doing much of anything. The length of the trip, the time of day, the form of transportation, the presence of a traveling companion, and the presence of other passengers are just few of the variables that can affect the activities that passengers choose to engage in while riding public transportation.

Passenger contact appears to be on the decline, as fewer than 10% of respondents said they were inclined to establish a discussion with a complete stranger. According to Eichberg (2009), a new communication culture has emerged in which the quality of a person's physical presence is conveyed more vividly than in the past, and this may account for the phenomenon's rise to prominence. This wasn't always the case in the past. People from this culture are not known to strike up talks with complete strangers, including fellow travelers. On the other hand, people in this culture are open to stepping up dialogue with those they hold dearest and most dear. The above actions, which show typical commuter aloofness and lack of rapport, suggest that a growing number of people using public transportation are opting for a socially indifferent stance. Based on their behavior, we may infer that these passengers do not get along very well with one another and are very distant from one another.

Because one's social status is not exclusive to transportation facilities, it is possible to generalize some findings about people's social conduct in this sector to broader regions. Because of this, we can generalize from these results. As a result, we can infer information on the interpersonal interactions of commuters. This feature also makes it possible to incorporate transport sociology findings into books and articles on social control, mobility, stratification, and similar topics.

The aforementioned claim about the most popular method of transportation in Russia was empirically supported by a poll done in 2021 by the Russian Public Opinion Research Centre (RPORC). If people think about these two things, they'll be able to pick the form of transportation that works best for them. Most survey takers said the "comfort" criterion content showed people learning they were protected from the spread of the coronavirus. In spite of the fact that many other respondents also stated closeness to a stop or station, this was the most common explanation given. The protection of individual safety has been a major focus in the fight against the COVID-19 outbreak. The wide range of replies is indicative of the public's growing sense of civic duty and its thirst for information. Time spent getting there is the second most important component, per RPORC's research. The growing significance of time in all spheres of society (Lyons et al., 2005) is a major factor in the necessity of this criterion. Instructors at MADi make sure that topics like "Personal Management" and "Time Management" address the fact that students understand that their attitude toward time affects their efficiency. Individuals, especially young people, should use a variety of transportation options to lessen their dependency on the mobility of others. Therefore, more and more people are opting to use car sharing services instead of buying or renting their own personal automobile. These shifts are now less common in cities with populations exceeding 100,000 than in metropolitan areas.

The travel habits of the sampled population will be the second variable examined. The United States performed the pioneering survey of its kind in 1969 with the Nationwide Personal Transportation Survey. Germany and the United Kingdom have used systems that are similar to one another since the 1970s. Muleev (2015) claims that the quality of Russian research is on par with that of the United States. The goal of applied research extends far beyond the control of vehicular traffic for its designated function when it comes to the development of future spaces and, more crucially, the evolution of the culture of daily interaction within them (Vasilyeva, 2010).

The Russian Public Opinion Research Centre (RPORC) conducted a survey in 2021 to determine the mode of transportation that the majority of Russians prefer in order to provide additional evidence in support of this conclusion. When these two criteria are considered, it is easier for individuals to choose the mode of transportation that suits them best. It is important to note that the majority of respondents believed that the "comfort" criterion content envisioned individuals recognizing that they had been protected from a coronavirus infection. This position was mentioned in a greater number of responses than those who defended their choice by citing the convenience of a stop or station. Personal security has emerged as the driving force behind efforts to combat the COVID-19 epidemic. This variation in responses demonstrates the expansion of social responsibility and population awareness. According to the RPORC survey, travel time is the second most essential factor. The growing importance of time as a factor in both the economy and daily

life highlights the significance of this criterion (Lyons et al., 2005). Because the students at MADI are concerned that one's perception of time determines both the extent and quality of one's effectiveness, they ensure that this concern is addressed in their time management and personal management classes. People, especially young people, must be aware of the importance of diversifying their modes of transportation to reduce their reliance on others for mobility in order to accommodate the importance they place on their time. As a direct result, an increasing number of individuals are selecting to utilize vehicle sharing services in addition to riding their own or leased bicycles, electric scooters, and segways. These types of adjustments are currently more prevalent in urban areas than in cities with a population of less than one hundred thousand people.

The second focus of this research is the sample population's travel patterns. Nationwide Personal Transportation Survey was the first survey of its kind conducted by the United States in 1969. Since the 1970s, both Germany and the United Kingdom have implemented programs that are highly comparable to one another. According to Muleev (2015), comparable research to that conducted in the United States is also conducted in the Russian Federation. Beyond the practical management of traffic, the objective of the practical research is to draw the attention of professionals and the general public to broader issues addressing the future of particular spaces and, most importantly, the changes in the culture of daily interaction within them (Vasilyeva, 2010). The objective of the practical research transcends practical traffic management.

The segment of it pertaining to transportation carries an independent axiological model within the context of everyday culture. This model illustrates the contradictory positions of publicity and privacy, as well as the distinct social stratification levels. In addition, it generates a visual representation of the surrounding area, which can convey either positive or negative messages to drivers and passengers regarding the surrounding environment. The traffic lights aided in the visualization of the transportation industry for a very extended period of time. With the advent of technology, the light beacons provided additional aid to the displaced and vulnerable sectors of the population by equating the participants in this process, defining some road laws, and establishing certain road regulations. According to the current concept of urban space, the riding environment and bicycle lane signposts are a symbol that accentuates the equality of community members and attests to the democratization of society.

The visualization of transportation space has made it possible to paint a more accurate picture of the social welfare of individuals than was previously possible. It is common knowledge that statisticians and demographers from Stanford University in the United States found the panoramas of urban areas provided by the Google Street View initiative to be of great interest. In 2019, street photographs from over 3,000 locations in 65 different countries were made available online as part of this program. Because privacy regulations require that people's faces and license plates are automatically blurred, the researchers had the unique opportunity to concentrate on summarizing the information that can be extracted based on the modes of transportation captured by the camera without identifying individuals. This permitted the researchers to concentrate on the information that can be extracted from the data without having a personal stake in the data. After analyzing fifty million images collected in two hundred different locations across the United States



by specialized cars equipped with panoramic cameras mounted on the roof, Stanford University researchers developed a comprehensive analytical framework that included the voting preferences of individual Americans.

The illustration that was just discussed illustrates the availability of all different kinds of information, despite the fact that there appears to be a lack of sources that are related to transportation and mobility tools. Because these professionals have access to a vast array of methodologies and forms of information visualization, they are also able to employ event analysis techniques when conducting sociological research on a variety of transit scenarios. This allows them to investigate these scenarios from a transportation standpoint. MADI students are required to submit an essay as an independent project for Sociology, Digital Technologies in Economics and Management, Corporate Social Responsibility, and possibly additional academic subjects. This essay should demonstrate the students' ability to collect and synthesize data that allows them to monitor the dynamics of interaction between social or economic actors using transportation-related single-type sources. This essay should also demonstrate the students' essay-writing abilities. An example can be found in the article located beneath.

The goal of Project #MYVMESTE (also known as "WE TOGETHER") is to provide useful medical and social care and activities for nonprofit organizations while also helping those in need, such as the elderly and the disabled. The Russian Federation launched this program after the appearance of the COVID-19 epidemic, and it has since spread to cover almost a quarter of the country. many tens of millions of people eager to take part. Moreover, public health issues have been given top priority in the functioning of a contemporary metropolis. Another vital piece of curriculum that stresses the importance of free access to ambulances and emergency medical staff in times of crisis. The fourth category is safety, and that's what we'll be talking about now. Today's humans face a myriad of threats, dangers, and challenges. Security, Terrorism, without a doubt, is the greatest of these dangers. Air, rail, and road networks are all part of the transportation system. Terrorists have frequently targeted transportation facilities for more than a century. The following are scenarios involving metropolitan public ansportation that are particularly well-suited to MADI, a university with a focus on vehicular transportation.

as illustration of the drawbacks that result from such actions. Substantial evidence for the first incidence dates back to 1995, when The highly poisonous chemical sarin was dispersed across the Tokyo subway system by the "Aum Shinrikyo" cult organization. beyond the number six Due to the accident, a thousand individuals were hurt. This hypothetical situation is highly relevant because of the questions it prompts about confession and the ramifications it suggests. Bringing to light the damaging methods used by autocratic institutions. Three persons were killed in a separate incident in the United Kingdom in 2005. Three metro trains were targeted in a coordinated terror attack during "rush hour," and an additional incident occurred an hour later. The bombing of a passenger bus claimed the lives of 52 people, including four terrorists. Consideration of this case can teach us a lot. Terrorists' plans implied a global reach, necessitating a summit of the world's leading political figures. The United Kingdom's list of participating nations includes many at the time.



Another terrorist incident occurred in St. Petersburg. Between the Sennaya Ploshchad and Tekhnologicheskoye stations on the Moscow Metro, a disaster occurred in April 2017 that claimed the lives of 103 people. Sixteen people, including the attacker, died in the attack. The novelty of this action was the terrorists intended to strike a public place full of children, with the goal of killing or maiming as many as possible. Make regular use of this subway route. There are a variety of schools in this area, with a total of 75 to choose from. The Alexander I State Transport University in St. Petersburg and the Alexander I State Institute of Technology in Herzen both bear the name of the state. Russia's Saint-Petersburg State University, the Russian State Pedagogical University, and the Russian State University of Aerospace Instrumentation all call Saint-Petersburg home. Bonch-Bruевич State University, which is located in Saint Petersburg, is home to the University of Industrial Technologies and Design. One example is the University of Telecommunications, but there are many more. It's quite improbable that this spot was picked at random. Terrorists see students as a proximate target because they stand for the country's intellectual potential, the nation as a whole. The books "Foundations of Staff Security" and "Human Resource Management" devote considerable space to discussing this topic. management" to students enrolled in MADI's Master's program who fit the criteria of the institution. The majority of the time, students learn enough about the nuances of transportation terrorism to be dangerous. Professors provide further depth on this topic. Exactly why this specific form of terrorist strike has received so much coverage in the media. Terrorist acts are notable for the importance they focus on with the focus squarely on the passengers, it's time to examine the likely psychological and sociological conditions. With regards to safety, the test's planners have anticipated the possibilities of stirring up fear, panic, and discontent. the existing local, regional, and national governments. Because of this circumstance, it is also possible to probe the Most of the passengers are children, teenagers, and young adults who are at a disadvantage in society. The retirement age as of 2014 (Karchagin). This sector, therefore, understands the significance of transportation signage. Educating young people about terrorism as a fact that, on the one hand, may be grasped from a narrow vantage point in Considering the threat of terrorism in transportation from a number of angles and making reference to a recent incident Antisocial behavior that occurs on a global scale. The sixth method for incorporating transport sociology content into other courses is to teach students about the development of each field. An outline of the evolution of transport and communication over time. Courses like "business communications" are just one possibility. The MADI catalog lists the course "Business Ethics," which is taught by the Department of Social Studies and Management. Incorporate examples that show how the role of various forms of business communication has changed throughout time. Highways inside the area provided a historical and functional purpose, allowing for easier trade and protecting the area of the United States that gave rise to the original states. Having artifacts from earlier eras of road infrastructure that have been preserved and made available to students is extremely helpful for a university that specializes in engineering. Several different historical itineraries can be found on the UNESCO World Heritage List. The Old Smolensk Road is one of the historic roads that can be studied in Russia. This route, passing via the cities of Mozhaisk, Vyazma, Dorogobuzh, and Smolensk, was formerly the main thoroughfare between the Moscow Principality and the countries of medieval Europe. Smolensk Oblast is the Russian province where it can be found. Tsar Fedor Ioannovich had the Babinov trail built in 1595 as the first land

route to Siberia from the Middle Urals, therefore it is also important to keep that in mind. This path was constructed deep within the Ural Mountains.

Many of the ancient trade routes still have a major impact on the global economy today. The Great Silk Road, one of the most significant commercial routes in human history, began facilitating the constant transit of a wide variety of goods between China and Europe in the second century B.C. As part of China's "One Belt, One Road" initiative, the same path is now open for business. Many new land and maritime routes are being built between Europe and China as part of this effort, which is also known as "The New Silk Road." The growth of domestic tourism in Russia and the introduction of new tourist routes have given younger generations access to information about Russia's rich and varied past. From a social standpoint, the historical content of transport sociology is of utmost importance because it gives students a foundation upon which to draw conclusions about the continuity of history and societal traditions, as well as the significance of their preservation and transmission to future generations.

The sixth category through which information from transport sociology can be integrated into other educational programs is youth subcultures. They typically show a path, and those that take it set an excellent example for the younger generation. In the first place, it is a grouping of several subcultures, such as motorcyclists and long-distance travelers, each of which has its own particular presentational patterns and a strong sense of group solidarity. Twenty-somethings seem to like these qualities. This uniqueness, however, can also contribute to societal divide, as the street racers subculture shows (Worrall et al., 2006). Motorsport drivers are also a distinct subculture. The many displays in the museum honor the many talented racers who have competed for MADI over the years. They feature champions and medalists from all around the world, including the former Soviet Union and Europe. The organization holds a rally competition called "Rally MADI" each year, and anyone can enter. All subcultures include both positive and harmful elements, and it is the responsibility of parents to help their children see the difference. This must be done without devaluing the experiences of those who identify with the subcultures in question or dismissing the potential negative consequences associated with different types of deviation.

#### Conclusion:

Transport sociology has emerged as a distinct subfield of sociological inquiry, but it is not yet acknowledged as a distinct academic field. This is primarily because there are insufficient educational resources, methodological tools, and scientific publications on the subject. However, transport sociology issues should be incorporated into a broader range of academic disciplines because they are both fascinating and pertinent to students' lives. Moreover, because it shares characteristics with transportation, this sociological domain can serve as a bridge between many academic disciplines, demonstrating its "transitive," or in this case, transdisciplinary characteristics. This sociological field also shares characteristics with the transportation sector.

Transport sociology can be used to expand the theoretical and methodological scope of courses in the humanities and social sciences. This is conceivable because transport sociology is a relatively new subfield of

sociology, and as such, it has incorporated a number of contemporary ideas and perspectives regarding the current social reality. Consequently, the theoretical and methodological content of these seminars can be expanded. In addition, numerous cases based on data from the transportation industry have educational value because they shed light on the function of transportation as a social institution that facilitates the freedom of people to relocate, the provision of operational support to those in need, and the development of new areas.

As a result of the inclusion of transport-specific problem areas in the humanities and social sciences, students gain a comprehensive understanding of the specifics of sociocultural interaction and a deeper understanding of the purpose and value of their future careers in transportation, as well as the significance of these careers for both personal and social development. This is because the incorporation of these problem areas in the humanities and social sciences gives students this understanding.

More people and transportation experts need to be aware of this problem because of the growing importance of transportation in modern society. The University of Automobile and Road Transport's profile programs reflect this in the order of the humanities and social science courses they need their students to take. Engineering and management are just two examples among these fields.

Emerging as a unique branch of sociological study, transport sociology has not yet been formally recognized as a separate academic field. This is largely due to a dearth of relevant textbooks, scholarly software, and scholarly articles. However, topics from the field of transport sociology should be integrated into a wider variety of subject areas because of their interest and relevance to students' everyday lives. In addition, this area of sociology has "transitive," or in this case transdisciplinary, features similar to transportation, making it an ideal medium for communication between other fields of study. There are parallels between this area of sociology and the transportation industry.

Courses in the humanities and social sciences can benefit from incorporating transport sociology because of the breadth of its theoretical and methodological contributions. Because transport sociology is a relatively new branch of sociology, it is possible that it has assimilated certain cutting-edge theories and views on the modern social landscape. This means that the theoretical and methodological material covered in these seminars can be increased. Furthermore, many cases based on transportation industry data have educational value because they illuminate transportation's role as a social institution that enables people's freedom to relocate, the provision of operational support to the needy, and the development of new areas.

The incorporation of transport-specific problem areas into humanities and social science curricula provides students with a more well-rounded understanding of the nuances of sociocultural interaction and helps them appreciate the importance of their chosen field of study for their future growth as individuals and as members of society. This is due to the fact that students get insight into these issues when they are included into courses in the humanities and social sciences.

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