

need to increase budgetary funding for health care, as well as other areas that have often not needed budgetary support. In such an environment, it is possible to talk about threats to the foundations of the life of society as a whole.

At the same time, even in such conditions, other issues of a general nature, such as ensuring the preservation of budgetary funds from unlawful attacks, are not removed or lost their relevance.

As the analysis of world practice shows, the following solutions (characterized by varying degrees of novelty) are used to solve problems of budgetary financing in the context of new global threats to the life and health of the population, the foundations of society:

1. Decrease in individual objects of expenditure, including in favour of an increase in other objects of expenditure.

2. Change in the formation of the revenue part of the budget (taxation system, its mechanism, etc.).

3. Preferential crediting.

4. (Short-term) financing.

5. Creation (recognition) of joint debt.

6. Creation of off-budget funds.

7. Use of existing public funds.

8. Charitable contributions, donations.

9. Change the functions of key participants in the budget process.

The identified solutions to the problems of budgetary financing in the context of new global threats to the life and health of the population, to the foundations of society 's activity require significant adjustments and clarifications in terms of legal assessment of the legality of the C. O. use of budgetary funds, individual decisions taken on relevant issues.

The synthesis of experience in solving problems of budgetary financing in the context of new global threats to the life and health of the population, to the foundations of the life of society is of great importance for theoretical and practical elaboration of certain issues, and understanding of the relevant phenomena can increase the efficiency of the use of budgetary funds, ensuring their safety, including against illegal trespass.

PLASTIC ROADS AS AN INNOVATIVE WAY OF WASTE UTILIZATION

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Plastic pollution has become one of the most actual global environmental problem. Since the industry began annual global plastic production has exploded from 1.5 million metric tons in 1950 to nearly 380 billion metric tons nowadays. World plastic production has reached 8.3 billion metric tons annually, of which only up to 2.5 billion metric tons are in use because most plastics are only used once and are immediately discarded, usually into landfills. Nearly tens of thousands of landfills filled with plastic waste are located across the globe. Plastic leachate full of toxic chemicals is seeping into groundwater and flowing downstream into lakes and rivers, spoiling the groundwater. Plastic poisons our food chain. Living organisms, animals and plants are eating microplastics or absorbing their toxins. Chemicals leached by plastics are in the blood and tissue of nearly all of us. Exposure to them is linked to cancers, birth defects, impaired immunity, endocrine disruption and other deteriorations of human health.

Today only 9% of plastic products are recycled. Building plastic roads is an innovative way to utilize plastic, to reduce the technogenic load on the environment and to protect lining beings from dangerous and harmful effects associated with plastic waste.

Plastic roads are made entirely of plastic or of composites of plastic with other materials. Plastic roads are different from standard roads in the respect that standard roads are made from asphalt concrete, which consists of mineral aggregates and asphalt. Since plastic roads are a relatively new idea, construction processes vary. In particular, in India roads are created from a mix of plastic and bitumen. Scots turn recycled plastic into small pellets which replace bitumen in the asphalt mixture. In the Netherlands, they created a section version of the road made of plastic - these are blocks with holes for communication, which fit into the prepared trenches as a designer.

The plastic involved in building roads consists mainly of common post-consumer products such as product packaging. Some of the most common plastics used in packaging are polyethylene terephthalate, polypropylene, and high- and low-density polyethylene. The main advantage of plastic roads is that they can be built from waste plastic, the majority of which is usually put into landfill, incinerated, or polluted into the environment. Plastic-bitumen composite roads need not be especially discriminating with the plastics used, thus increasing the reuse of plastic. Using less asphalt saves on cost and resources as asphalt concrete requires petroleum which is becoming scarcer.

Since plastics come with various chemical and physical properties, roads can be engineered to meet specific requirements (e.g. weather and wear resistance). The addition of plastic in asphalt can reduce the viscosity of the mix. This allows a lower working temperature, which lowers volatile organic compounds and carbon dioxide emissions. The producers of plastic roads affirm that plastic-bitumen composite roads have better wear resistance than standard asphalt concrete roads. Plastic roads do not absorb water; have better flexibility which results in less rutting and less need for repair. Road surfaces remain smooth, are lower maintenance, and absorb sound better. At the same time plastic roads have a range of disadvantages. Pure plastic roads require use of compatible plastics because, when melted, plastics of different types may phase-separate and cause structural weaknesses, which can lead to premature failure. Plastics in the road can break down into microplastics and can find their way into the soil and bodies of water.

Plastic roads were initially developed in India. Nowadays Australia, Indonesia, the Netherlands, the United Kingdom, the United States, and many other countries have used technology which can incorporate plastic waste into an asphalt mix.

ABOUT PEDAGOGY OF SAFETY FOR THE “FUTURE WE WANT”

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The general crisis caused by COVID-19 exposed those fundamental flaws in the education that we stubbornly did not want to notice in pre-crisis times. Obviously, education in its mission is tomorrow's oriented. It must be constantly improved, futurized and brought into line with the requirements of the future society that does not yet exist. Often we call it the desired society or the society we want – «The Future We Want» (UN Report «Rio+20», 2012. URL: <http://www.un.org/ru/sustainablefuture>). On the way to this society, the so-called “traditional” education is losing its significance, because its methods and rules, which for years have been unchanged at their core, have exhausted their potential for transformation. Today we need education, which is not just “a reflection of the society that created, developed and introduced it” (Umberto Eco; 1932–2016). We need not an education “post”, but an education “ante”, which is ahead of modernity, sometimes distancing itself from volatile social conjuncture for this.

Club of Rome in its latest (2017) Report «Come on!» calls for a transition to the New