

**Regional Road Safety Capacity Building
Workshop,
15-16 October 2014**

**UNECE background papers on
national experiences**

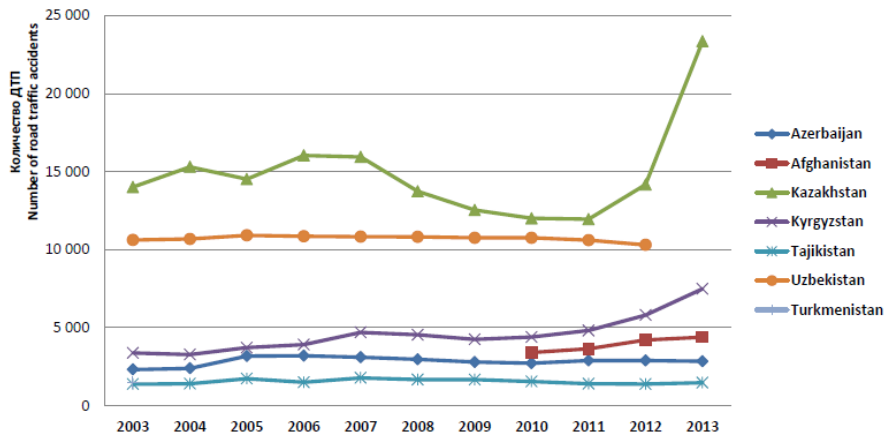
Kazakhstan and SPECA countries

Mr. Murat Bekmagambetov, Kazakhstan

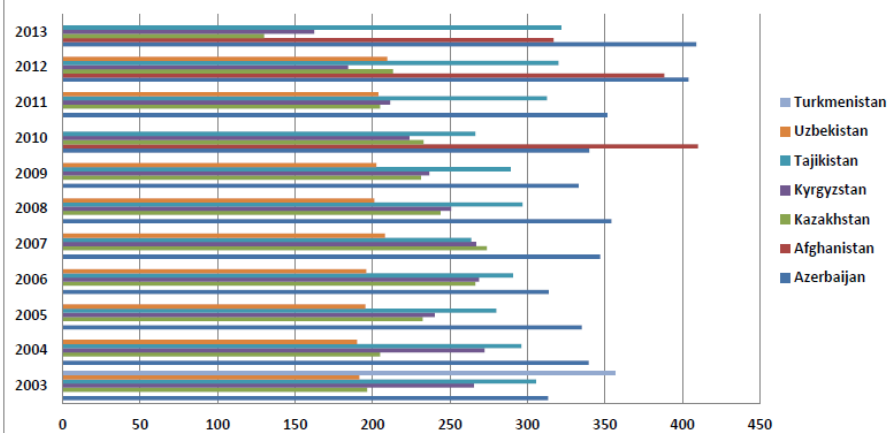
Scientific Research Institute of Transport and Communications

Road Safety Performance Indicators for the SPECA countries

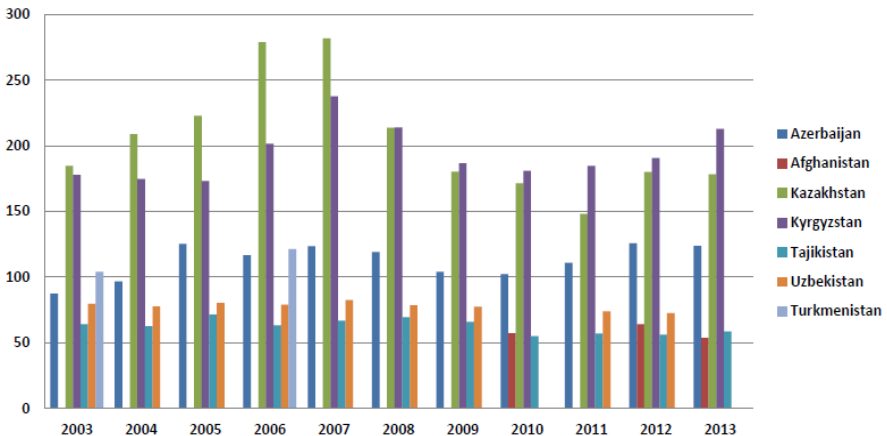
Динамика количества ДТП в странах СПЕКА
Evolution of number of road traffic accidents in SPECA countries, 2003-2013



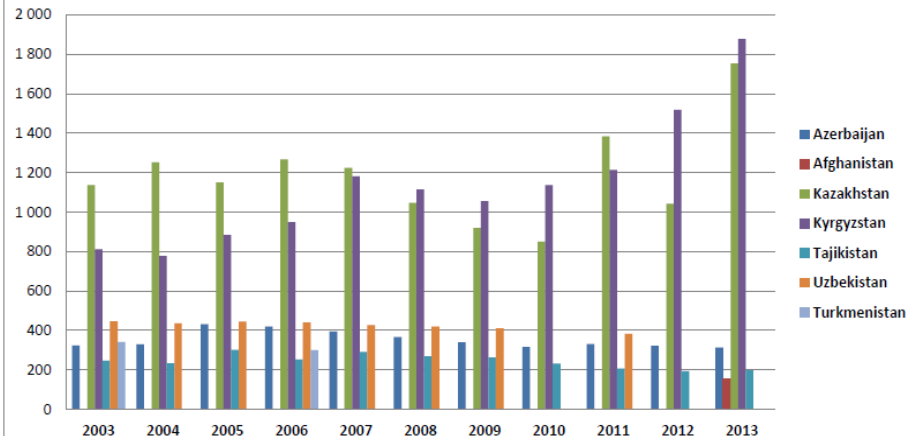
Погибшие на 1000 ДТП в странах СПЕКА
Killed in 1000 road traffic accidents in SPECA countries, 2003-2013



Количество погибших в ДТП на 1 млн. жителей в странах СПЕКА
Killed in road traffic accidents per million inhabitants in SPECA countries, 2003-2013



Количество раненых в ДТП на 1 млн. жителей в странах СПЕКА
Number of persons injured in road traffic accidents per million inhabitants in SPECA countries, 2003-2013



Recording of road accidents, level of national awareness of the road traffic safety problem in SPECA countries

SPECA countries	Level of national awareness of the road traffic safety problem	Identify death as a result of road accident: immediate death at the road accident scene or death occurring within 30 days of the road accident as a result of injury (WHO 2009a)
Azerbaijan	very good	No – death within 7 days
Afghanistan	average	No – death within 7 days
Kazakhstan	good	Yes, from 2012
Kyrgyzstan	average	No – death within 7 days
Tajikistan	bad	No – death within 7 days
Uzbekistan	bad	No – death within 7 days
Turkmenistan	bad	No – death within 7 days

Legal framework for road traffic safety in SPECA countries

SPECA countries	the basic law by road safety
Azerbaijan	AR Law On Road Traffic dated 3 July 1998, No. 517-IQ
Afghanistan	Traffic Law of Afghanistan
Kazakhstan	RK Law On Road Traffic Safety dated 15 July 1996, No. 29-I The RK Law On Road Traffic dated 17 April 2014, No. 194-V is coming into effect in 2014
Kyrgyzstan	KR Law On Road Traffic in the Kyrgyz Republic dated 20 April 1998, No. 52
Tajikistan	RT Law On Road Traffic dated 4 November 1995, No. 196
Uzbekistan	RU Law On Road Traffic Safety dated 19 August 1999, No. 818-I
Turkmenistan	Turkmenistan Law On Road Traffic Safety dated 31 March 2012, No. 284-IV

Status of United Nations Transport Agreements and Conventions in SPECA countries

	Azerbaijan	Afghanistan	Kazakhstan	Kyrgyzstan	Tajikistan	Turkmenistan	Uzbekistan
European Agreement on Main International Traffic Arteries (AGR), of 15 November 1975	X		X				
Convention on Road Traffic, of 19 September 1949				X			
Convention on Road Traffic, of 8 November 1968	X		X	X	X	X	X
Protocol on Road Signs and Signals, of 19 September 1949				X			
Convention on Road Signs and Signals, of 8 November 1968	X		X	X	X	X	X
European Agreement supplementing the 1968 Convention on Road Traffic, of 1 May 1971			X				
European Agreement supplementing the Convention on Road Signs and Signals (1968), of 1 May 1971	X		X				
Protocol on Road Markings, Additional to the European Agreement supplementing the Convention on Road Signs and Signals, of 1 March 1973	X		X				
Agreement concerning the Adoption of Uniform Technical Prescriptions for Wheeled Vehicles, Equipment and Parts which can be fitted and /or be used on Wheeled Vehicles and the Conditions for Reciprocal Recognition of Approvals Granted on the Basis of these Prescriptions, of 20 March 1958	X		X				
Agreement concerning the Adoption of Uniform Conditions for Periodical Technical Inspections of Wheeled Vehicles and the Reciprocal Recognition of Such Inspections, of 13 November 1997			X				
Agreement concerning the Establishing of Global Technical Regulations for Wheeled Vehicles, Equipment and Parts which can be fitted and / or be used on Wheeled Vehicles, of 25 June 1998	X		X		X		
European Agreement concerning the Work of Crews of Vehicles engaged in International Road Transport (AETR), of 1 July 1970	X		X		X	X	X
European Agreement concerning the International Carriage of Dangerous Goods by	X		X		X		

Organization measures for road traffic safety in SPECA countries

SPECA countries	Central authority for road traffic safety	Note
Azerbaijan	Road Traffic Safety Commission of the AR Cabinet of Ministers	Headed by the high level official (chaired by the Vice Prime-Minister), operations supported by the Main Department of State Road Traffic Police of the Ministry of Interior
Afghanistan	No	Afghan Uniform (Civilian) Police: <ul style="list-style-type: none"> • Ensure safety on the roads, prevent and investigate traffic accidents; • Maintain orderly traffic flow, organize traffic affairs and inspect vehicles for safety
Kazakhstan	RK Ministry of Interior	Pursuant to the Road Traffic Safety Law, it is the central executive authority for road traffic safety. Ministry of Interior has clearly defined authority, staff and stable funding

SPECA countries	Central authority for road traffic safety	Note
Kyrgyzstan	Road Traffic Safety Commission of the Kyrgyz Republic Government	Headed by the high level official (chaired by the KR Vice Prime-Minister). It has the Road Traffic Safety Secretariat
Tajikistan	Road Traffic Safety Commission of the Republic of Tajikistan	Chairman of the Commission - Head of Defense and Rule of Law Department of the Executive Office of the RT President. Organizational and operational support of the Commission is provided by the RT Ministry of Interior and RT Ministry of Transport
Uzbekistan	No	Pursuant to the Road Traffic Safety Law of RU, public administration in the area of road traffic safety is carried out by the Cabinet of Ministers
Turkmenistan	No	Pursuant to the Road Traffic Safety Law of Turkmenistan, public administration in the area of road traffic safety is carried out by the Cabinet of Ministers

Problems:

- In many SPECA countries, there is no central authority coordinating road traffic safety
- In some cases, the national commissions for road traffic safety are given additional excessive functions and powers, such as the issue of permits to carry out certain activities
- All countries having multidisciplinary authorities are characterized by the lack of proper stable funding and the lack of technical and operational competence
- In some cases, road traffic safety commissions do not have a standing secretariat of road traffic safety staff
- Lack of **permanent attention** from the top management of the country to road traffic safety issues

National strategy for road traffic safety

SPECA countries	National strategy / Program	Targets for reducing the number of road accidents and injuries	Other strategies / Programs
Azerbaijan	Azerbaijan National Road Safety Strategy 2012-2021	<p>Yes</p> <p>The goal is significant improvement of road safety in Azerbaijan by 2021, so that the risks of being killed in road crashes are reduced to 50% of fatalities in 2009</p>	Governmental Program for Social and Economic Development of the Regions of the Republic of Azerbaijan for 2014-2018, one of its components is the development of motor roads
Afghanistan	No	No	Afghan National Police Strategy

SPECA countries	National strategy / Program	Targets for reducing the number of road accidents and injuries	Other strategies / Programs
Kazakhstan	<p>No (in 2014, the Sectorial Program of Road Traffic Safety in the Republic of Kazakhstan for 2012-2014 ceased to have effect)</p>	<p>No</p>	<p>The Governmental Program for the Development of Health Care in the Republic of Kazakhstan Salamatty Kazakhstan for 2011 - 2015. Targets :</p> <ul style="list-style-type: none"> • to reduce the number of road accident casualties by 2015 году by 5% as compared to 2013 (3,037 people); • to reduce the number of road accident injuries by 2015 году by 5% as compared to 2013 (23,359 road accidents). <p>The Governmental Program for the development and integration of transport system infrastructure in the Republic of Kazakhstan until 2020 – operational safety of vehicle fleet, infrastructure development</p>

SPECA countries	National strategy / Program	Targets for reducing the number of road accidents and injuries	Other strategies / Programs
Kyrgyzstan	<p style="text-align: center;">No</p> <p>For 2014, there is a plan to develop the Integrated Governmental Program of Actions to maintain road traffic safety, minimize road accidents and the Transport Development Strategy for 2014-2020</p>	<p style="text-align: center;">No</p>	<p>The Program of the Kyrgyz Republic's Government Stability and Decent Life – integration and expansion of navigation and monitoring systems as part of Safe City Project</p>

SPECA countries	National strategy / Program	Targets for reducing the number of road accidents and injuries	Other strategies / Programs
Tajikistan	The Program for the Improvement of road traffic safety at motor roads of the Republic of Tajikistan for 2014-2016	No	Governmental Target Program for the Development of Transport Sector of the Republic of Tajikistan until 2025 – infrastructure development
Turkmenistan	No	No	The National Program for the improvement of social and welfare conditions in villages, districts, cities and districts centers until 2020 – development of road infrastructure; The Program for the Development of Cycling in Turkmenistan for 2013-2017 – development of bicycling

SPECA countries	National strategy / Program	Targets for reducing the number of road accidents and injuries	Other strategies / Programs
Uzbekistan	No	No	<p>The Concept for the development of common carrier roads for 2007-2010 and for the long term and the Program of construction and renovation of highway sections forming a part of the Uzbek National Highway for 2009-2014 – motor road development;</p> <p>The Program for the development of roadside infrastructure and services along the Uzbek National Highway – formation of the roadside services network;</p> <p>The Governmental Program for further strengthening of reproductive health of population, protection of health of mothers, children and adolescents in Uzbekistan for 2014-2018 – providing training programs on safe road conduct to kindergarteners, teachers and students</p>

Problems:

- Effectively, none of the SPECA countries has developed a national strategy / program in the area of road traffic safety with **measurable targets**
- No integrated systemic approach is applied that would allocate responsibility and accountability for road traffic safety between all involved parties

Recommendations:

- SPECA should make available data on trends in the area of road traffic safety, injuries, casualties and other indicators required for risk analysis and measurement (such as the number of vehicles, population, etc.)
- A continuous thorough data analysis should be undertaken in order to better understand the situation, estimate social and economic costs associated with road accident injuries
- Road accidents should be recorded based on the uniform methodology in order to form a picture of real scale of accidents and injuries arising from road accidents countrywide

Recommendations:

- SPECA countries should form a long-term vision as to the policy and systemic strategies in the area of road traffic safety
- Long-term goals should be supplemented with intermediate targets for increasing the public interest in road traffic safety and setting the guidelines of policy and strategy development

Recommendations:

- It is necessary to strengthen the institutional structure of road traffic safety management
- Efforts should be result-oriented
- The following should be clearly defined :
 - central authority;
 - principal involved ministries and departments, their roles and responsibilities;
 - medium-term and long-term measures and targets by ministry / department, which should be achieved within the framework of the national strategy
- Inter-ministerial commissions should definitely have a standing secretariat comprised of road traffic safety experts

Thank you for your attention!

Murat Bekmagambetov

Tel: +7 727 375 65 59

E-mail: muratbek@niitk.kz