

Road Safety in the Kyrgyz Republic

- Association of Transporters of the KR
 - T. M. Shabdanaliev, chairman



Policy

- The President's country development strategy for 2013-2017 envisages implementation of 16 transport and communication investment projects (US\$2.1 billion) to improve operating conditions for vehicles and transport operators
- The Parliament of the republic continuously controls road safety



Policy

- The JK regularly hears the reports by ministries and agencies on activities to reduce accident rates at roads and their consequences (semi-annually)
- In 2014, after the accident rate review, the JK obliged the Government to resume the work of the Road Safety Commission



Government's Policy

- The Government of the Kyrgyz Republic focuses on the road safety situation and mitigating accident implications
- It restored the Government's commission on road safety, the members of which are heads of ministries, agencies and services, representatives of businesses and NGOs



Government's Policy

- It approved the Road Safety Action Plan of the KR for 2015-2017 with a number of serious measures to reduce road accidents and their implications
- The plan has 5 relevant objectives with 47 activities to achieve them



Government's Policy

- It obliged ministries and agencies to develop the Road Safety Concept of the KR for 2016-2025 by January 2016
- To adopt regulatory and legal acts to obtain **objective data** on accident rates by January 2016

(Note: was it non-objective before?!)



Remark

- Unfortunately, the above mentioned is true, as data provided by agencies vary significantly, for instance:
- The MoI: a quote: “as indicated by the road study, out of 335 accident-prone areas (APAs), **38 APAs have been liquidated** and **53** have been newly identified»
- And data by the MTC for this period, a quote:
- “based on the results of the study in 2015 года: **140** accident-prone areas have been identified, and since last year 80 APAs remained. During the year **140 APAs have been liquidated**, 80 APAs – remained”.



Government's Policy

- Adopt a bylaw enhancing the administrative responsibility in case of violating work and rest schedule of drivers when transporting passengers and freights (topical) (For example: drivers of right-hand steering mini-vans performing shuttle operations Bishkek-Osh are potential accident candidates with severe consequences)
- (Note: although there is the AETR Convention of 1970 and its tested mechanisms, digital tachographs)
- (all neighbors are the Contracting Parties)



Road Accidents in the Kyrgyz Republic (2010-2016)

Years	Road accidents	Died	Injured
2010	4,401	985	6,192
2011	4,813	1,018	6,697
2012	5,803	1,068	8,509
2013	7,497	1,220	10,728
2014	7,119	1,022	10,510
2015	7,066	1,060	10,402
Total	36,699 accidents	6,373 people	53,038 people



Детский травматизм при ДТП

Годы	ДТП	Погибло	Ранено
2010	884	120	916
2011	970	113	1038
2012	1184	126	1297
2013	1545	142	1665
2014	1455	112	1616
2015	1426	96	1637
Всего		709 дет.	8 169 дет.



Analysis

- Findings for 2015:
- Drivers with less than 1-year experience made 479 road accidents killing 82 people and injuring 804 people
- Drivers were found guilty in committing 6,125 road accidents, which is 87% of all road accidents resulting in 92.5% of deaths, i.e. in most cases due to drivers' fault. And 9,479 people have been injured (which is 91.1% of the total number)
- Due to the unsatisfactory condition of roads and other road infrastructure, 570 road accidents have been made resulting in 111 deaths and injuries caused to 853 people



Government's Policy

- Thus, the action plan to ensure road safety for 2015-2017 was put in place
- But the outputs are not satisfactory, the measures adopted in the road safety action plan are formal and superficial and do not involve in-depth processes in the transport sector, do not eliminate the causes of increasing road accident rates and their consequences



Policy Deficiencies

- Out of 16 transport and communication investment projects (US\$2.1 billion) to improve conditions for transporters, not a single one is aimed directly at ensuring road safety
- Out of 47 activities in the Government's action plan on road safety, 12 have been copied from the annual budget production program of the Ministry of Transport on road rehabilitation, and have been presented as road safety activities in the current action plan.



Policy Deficiencies

- Thus, the leading ministry establishing the road transport policy in the republic held aloof from the road safety problem,
- There is no road safety division within the MoTC structure, no specialists in regional subdivisions
- There is no analytical division in the road police service of the MoI to conduct a quality analysis of the systemic reasons of road accidents, etc. and to offer effective recommendations



How to improve the Road Safety Action Plan?

- To include activities on:
- Participation in the UN's Decade of Action for Road Safety, 2011–2020: Saving Millions of Lives
- Adopting international experience
- Engaging local experts on road safety
- Engaging transport associations and public companies
- Training for senior officials of ministries taking decisions on ensuring road safety
- Training for middle-level and junior officials of ministries on methods of road safety organization



In-depth reasons

- A chaos and corruption in drivers' training
- Administrative measures taken to violators of traffic rules are ineffective and corruptive
- Lack of interaction among government agencies developing transport policy, performing inspections and issuing permits to have access to the transport market, corruption, lack of desire among officials to change anything, lack of motivation (governance reforms are needed)
- Lack of interaction between government bodies and transport business and its business structures



Other reasons

- There is no systemic wide government's TV and radio broadcasting programs on road safety
- No special rubrics advocating road safety among drivers and pedestrians in newspapers independently of their property form
- No continuous systemic work with school children, students, pedestrians and other road users
- No budget financing for activities in the road safety action plan (on the contrary, there is a prohibition)
- No rest facilities, maintenance facilities along transport corridors (a driver is driving alone on the mountain road, in winter time)



Superficial reasons

- No systemic re-training in road safety, skills upgrading and motivation for professional drivers (regalia, rating, competitions, parades, etc.)
- No systemic work by the Government with **organized** transporters (drivers) (in limited liability companies, public unions, associations)
- No work by the Government with **non-organized** drivers ('wild' taxi-drivers, 'loaders' – intermediaries, petty thieves)
- No planned awareness and advocacy work to promote safe driving among non-professional and professional drivers
- No international best practices in road safety is studied and adopted by the country



Result

- A very good idea to have a workshop and discuss the road safety status in CAREC countries
- Having obtained road safety information and experience of CAREC countries we shall discuss it by all means at the meeting of the Road Safety Commission in Kyrgyzstan and adopt it in practice
- The CAREC road safety project is needed for CAREC countries and there is a need to continue disseminating its high-level achievements in road safety





2ND ROAD SAFETY WORKSHOP

16-18 August 2016 • Kuala Lumpur, Malaysia

2-й Семинар по безопасности дорожного движения

16-18 августа 2016 года • Куала-Лумпур, Малайзия

- THANK YOU
- Association of Transporters
of the Kyrgyz Republic

