



КЫРГЫЗ РЕСПУБЛИКАСЫНЫН ТРАНСПОРТ ЖАНА КОММУНИКАЦИЯЛАР МИНИСТРЛИГИ





Main Facts about the Kyrgyzstan



Landlocked country in Central Asia



■ Population 6.916.000 inhabitants



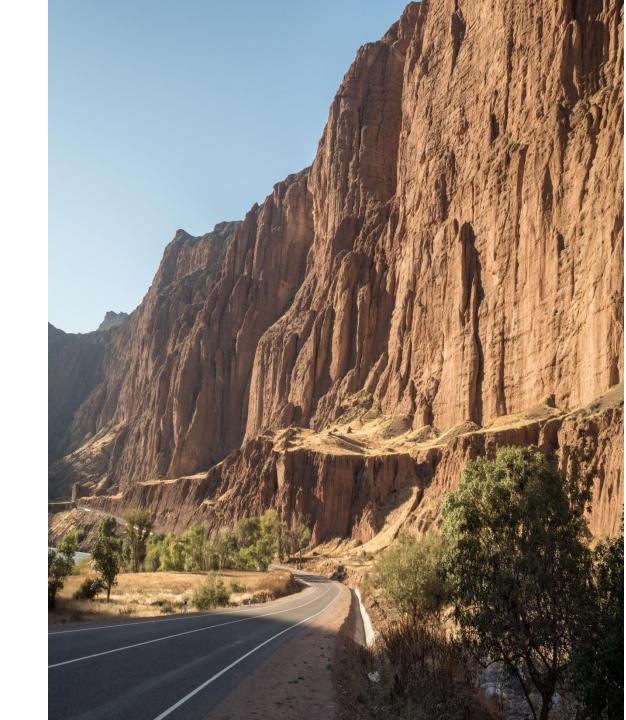
■ Total roadways ± 34.000 km



■ GDP ±38 billion USD



■ Total area 199.951 km2



Agenda

TRAFFIC SAFETY ACTIVITIES

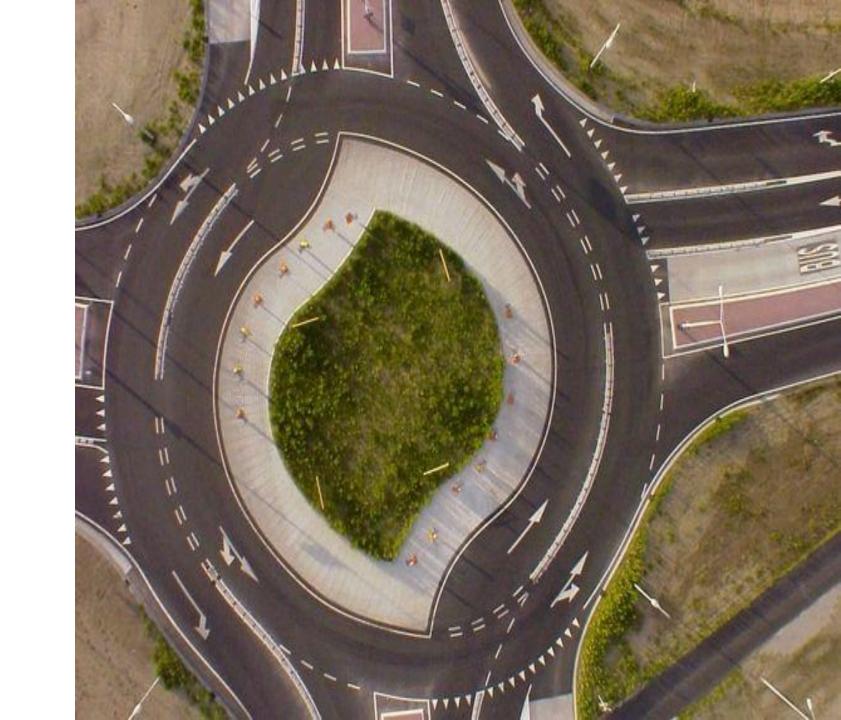
- 1. Statistics and targets
- 2. Road safety problems
- 3. Road safety strategy 2023-2027
- 4. RSA project
- 5. Achievements till 2027



ROAD INFRASTRUCTURE MANAGEMENT

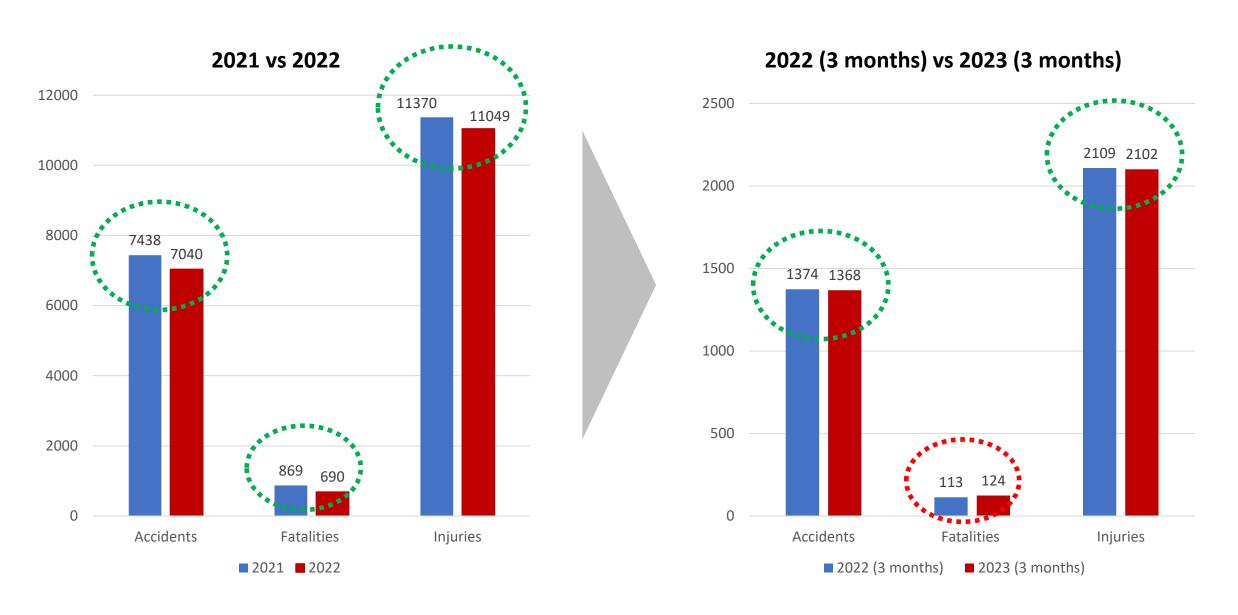
- 1. Effective planning of the road infrastructure
- 2. Asset management system
- 3. Targets of the SUDA 2 Project
- 4. Road infrastructure projects





TRAFFIC SAFETY ACTIVITIES

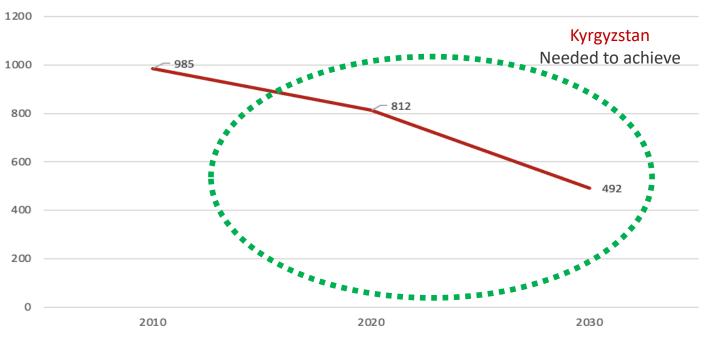
Traffic safety statistics (2021 – 2023)

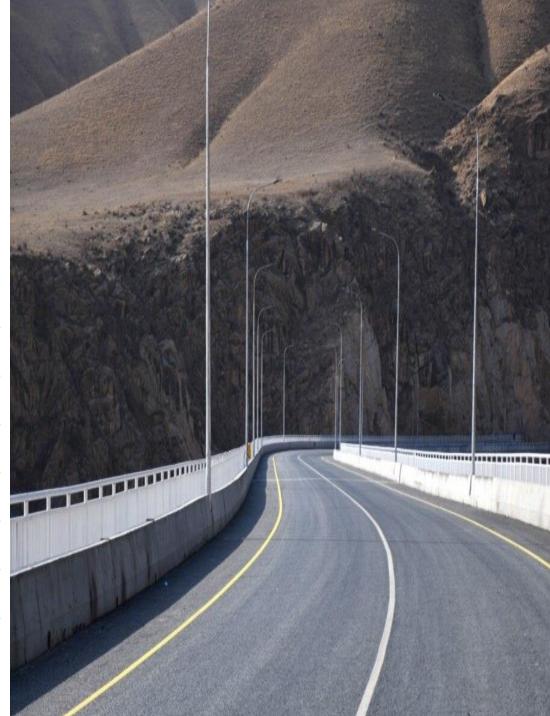


Road safety targets of the Kyrgyzstan till 2030

"the overall target of the CAREC road safety strategy would be to reduce the number of fatalities on CAREC road corridors by 50% in 2030 as compared with the 2010 (985death in 2010 and 812 in 2020) base level"*

"make CAREC international road corridors safe, efficient, and attractive for all road users"*





^{* -} https://www.adb.org/sites/default/files/institutional-document/228011/carec-road-safety-2017-2013.pdf

Main road safety management problems

Outdated legal and normative regulations (GOSTs, SNiPS, etc.) not allow to implement modern road safety solutions (e.g. rumble strips, speed bump, mini-roundabouts, etc.)

Ineffective existing RSA procedure, legislation, design and approval processes not allow to implement RSA recommendations in time and in full-scope

Accidents data and data collection process are not sufficient, automated and enough quality to use for further detailed analysis and preventive solution

Lack of professional and qualified road safety specialists, auditors and designers with international experience

Too-low funding for road design and construction projects, especially for road safety measures implementation

Resistance against the changes

2

3

5

6



National Road Safety Strategy of the Kyrgyzstan for the period 2023-2027

Strategic Goal

Improving the efficiency of the road safety management system

Objectives

- Approve an interdepartmental methodology for conducting road safety risk analysis.
- As necessary, amend national legislation in line with international road safety obligations.
- Ensure the implementation of the principle of the inevitability of punishments for traffic violations.
- Develop open mechanisms in organizing the licensing of passenger transportation.
- As necessary, approve newly defined functions and a register of road safety services that fall within the competence of the Ministry of Internal Affairs of the Kyrgyz Republic.
- Strengthen work to improve the skills of employees to ensure road safety.
- Implement digitalization systems in road safety activities.

Strategic Goal
Improving the safety of road
infrastructures

Objectives

- Implement national standards for the design, construction/reconstruction of safe road infrastructures in line with international standards, taking into account the interests and safety of all road users.
- Develop and implement a road infrastructure upgrade plan and investment strategy.
- Implement in the years Bishkek and Osh mechanism for solving the problem of car parking in the cities of Bishkek and Osh.

Strategic Goal Ensuring the safety of road users.

Objectives

- Approve a plan for the implementation of educational and preventive measures to ensure road safety among different categories of road users.
- Strengthen the mechanisms for monitoring the quality of driver training by driving schools and passing exams for obtaining a driver's license, as well as carrying out activities for the transportation of passengers by public transport.
- Ensure public access to road safety equipment (car seats for children, headlights for horse-drawn vehicles and bicycles, etc.).
- Strengthen control over the highmountain sections of strategic highways to ensure road safety.

Strategic Goal
Improving the effectiveness of postaccident response

Objectives

- Approve standards and mechanisms integrated post-accident response.
- Strengthen interagency cooperation in the field of road safety.
- Ensure the development of practical skills of vehicle drivers to provide.
- To ensure the development of practical skills of vehicle drivers in providing first aid to victims of road accidents.
- safety.

Project: Selection of Consulting Services for Road Safety Audit and Technology Consultants



 Support MoTC of Kyrgyzstan to develop and adopt RSA procedure, train and licensing experts, review and upgrade technical legislation



 Client: Ministry of transport and communications of the Kyrgyz Republic



Funded by ADB



 Selected consultant MC Mobility Consultants (Austria), NAST Consulting (Austria), TBSC (Georgia), United Group (Kyrgyzstan)



■ Duration 28 months (01.03.2023 – 01.08.2025)



MC Mobility Consultants GmbH

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nast consulting





MC Mobility Consultants GmbH

- International consulting company with strong network of specialized experts in all fields of transport, as well as an intimate knowledge of the transport markets and their major market players all over the world.
- Established in 2011 by highly experienced & professional team with extensive experience in project management, research and consulting.
- Offices in Austria (Vienna), Serbia (Belgrade) and Lithuania (Vilnius)
- Experience with various IFI's, e.g., ADB, EBRD, EIB, EuropeAid, WB, USAID, GIZ, etc.



- Strategies
- Logistics analysis
- Market analysis
- Rolling stocks expertise
- Modelling
- Railway business and economics analysis



DEDICATED TEAMS & RESOURCES ON DEMAND

- Various experts database
- Business analytics
- Data analysis experts
- Project manager (e.g.Prince2)
- R&D development managers





ITS, LOGISTICS DIGITISATION AND TRAFFIC SAFETY

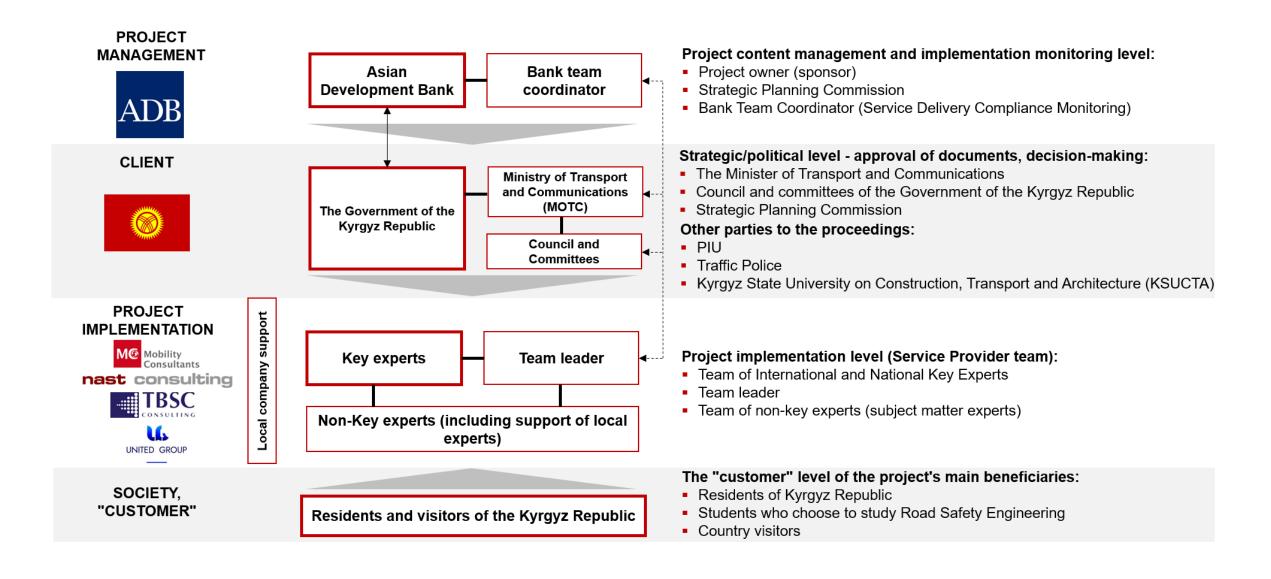
- Analysis performing
- Technical specifications
- RSA and RSI
- Trainings and certification
- Digital architecture and implementation



URBAN MOBILITY AND TRANSPORT PLANNING

- Strategies
- Policy implementation
- Feasibility studies
- SUMPs
- Transport modelling

Project Team structure



Project Objectives and Expected Results

Develop a Road safety audit procedure, unit and train experts

Strategic Goal

Based on the best international practice, develop and support starting of national Road safety audit procedure, by drafting manual and legal acts amendments, establishing organizational unit and by training qualified staff for performing road safety audits.

Objectives

- Review existing documentation and legislation
- Develop a Road safety audit manual
- Prepare legal amendments
- Develop RSA unit and operating procedures
- Develop training and certification program
- Develop a curricula at KSUCTA
- Host a workshop and trainings
- Perform pilot audits
- Develop training material

Strengthen the engineering standards and legislation

Strategic Goal

Review the existing technical and normative standards related with road safety in Kyrgyzstan, identify gaps and, according to good engineering practice for road safety, draft Technical and Exception procedure.

Objectives

- Review existing documentation
- Identify gaps according to the best international practice
- Draft a Technical Note
- Draft a design Exception Procedure
- Host a workshop

Deploy innovative technologies for road safety

Strategic Goal

After the analysis of the existing crashes in Kyrgyzstan, identify most effective technologies for the road safety to deploy and make recommendations for using cases.

Objectives

- Collect and analyze existing crash statistics, identify tendencies
- Deploy tools for identifying most critical points
- Identify most effective innovative technologies for the road safety
- Support with the procurement specification preparation

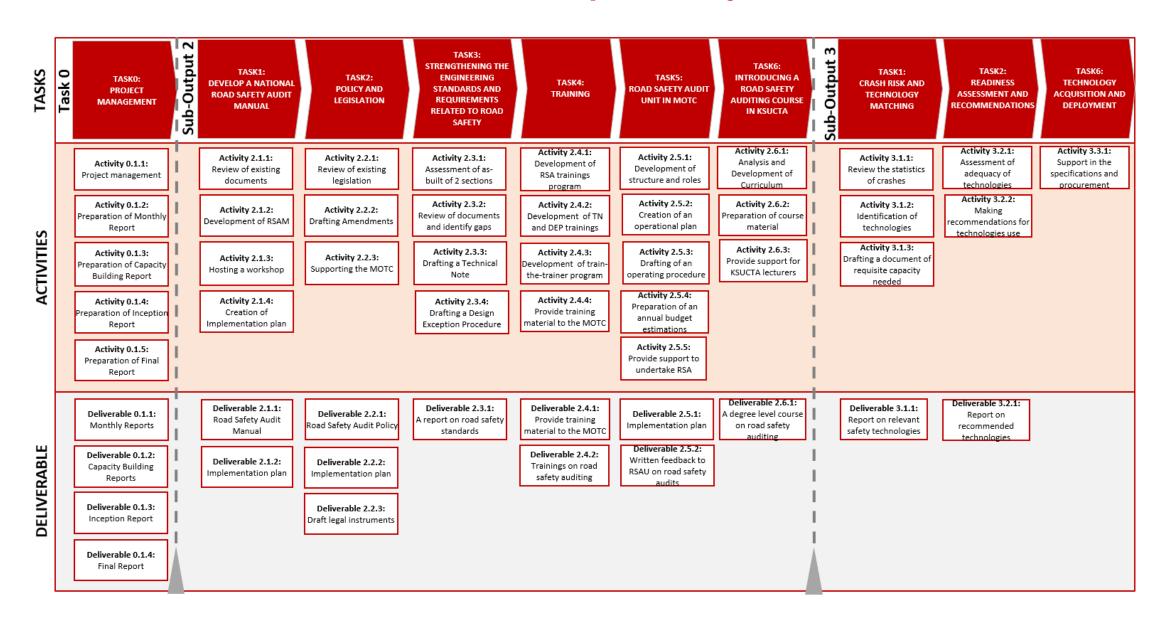
Expected Results

Developed road safety manual, trained experts and supported establishment of road safety audit unit at MoTC.

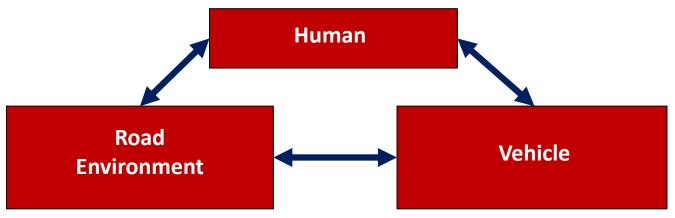
Drafted report on road safety standards

Prepared recommendations report and supported deployment of implementation of technologies for road safety

General scope of Project



Main approach of the Project – to build totally safe roads, adopted by users needs, in Kyrgyzstan



The most important in transport system is **HUMAN** !!!!!!

That's means, that car, road and environment must be suitable for human needs and possibilities



Project logic

Data collection and analysis

- Technical normatives
- Accidents
- Legislation
- Reports
- Administrative
- Etc.

Preparation of the documents

- TN
- EDR
- RSA Manual
- Legal acts
- Innovative technologies

Establishing a RSA Unit

Providing trainings, workshops and preparing material

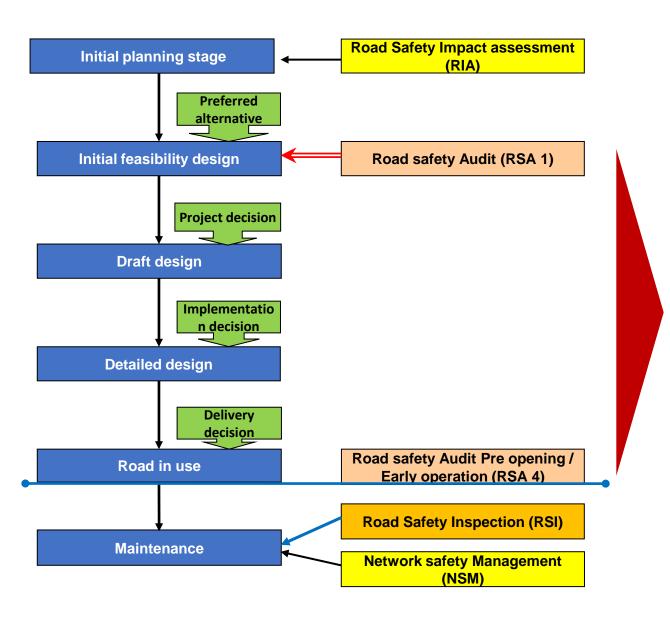
- TN
- EDR
- RSA Manual
- University
- Innovative technologies to use

Supporting and evaluating

- On legal adaptation
- RSA performing
- Innovative technologies to use

Support of MoTC 28 Month

RSA procedure will lead to safe and comfortable infrastructure for users development in Kyrgyzstan









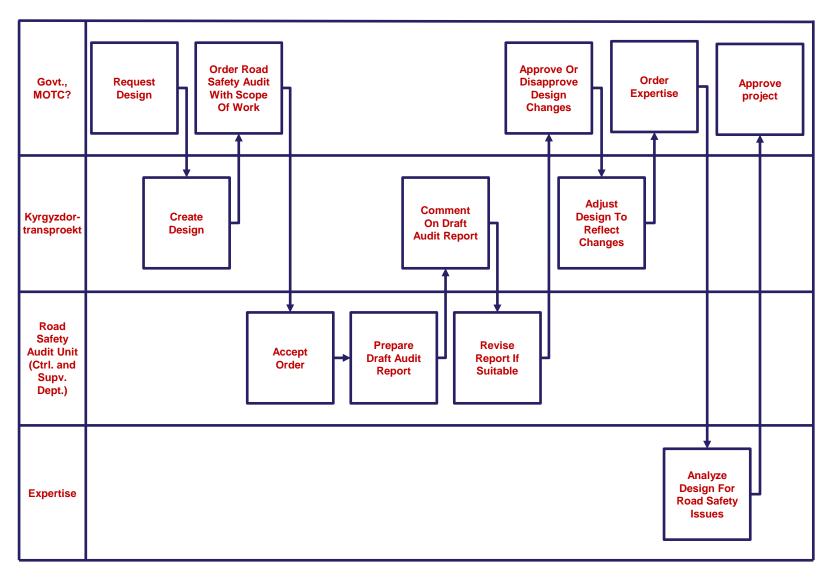








Established RSA process and RSA unit will perform RSA for main road design and construction projects



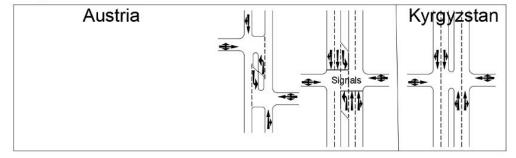


Reviewed and updated SNiPS, GOSTs and other normative documents by best international practice will help to design safe roads in Kyrgyzstan

Intersection Layouts



City Area



Rural Area

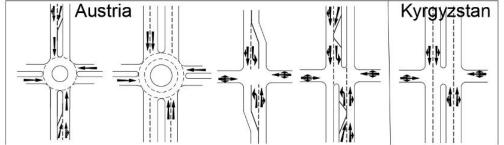


Figure 9. Typical intersection layouts in Austria and Kyrgyzstan

Pedestrian Crossings



Pedestrian Crossings

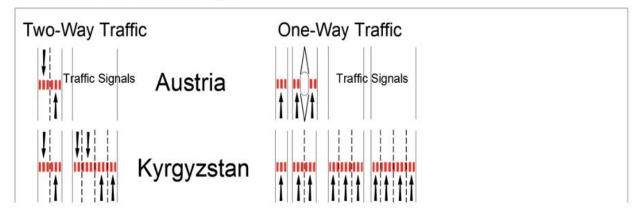


Figure 10. Typical pedestrian crossings in Austria and Kyrgyzstan

RSA will be implemented in the education programs in KSTU university and RSA certification program will be developed



 Prepared and adopted university Curricula at KSTU university



 Prepared qualification improvement program for road sector professionals



Developed RSA auditors' certification program



Trained RSA unit experts at MoTC



 Organized workshops for designers, police, MoTC, etc.



The Consultant will support MoTC and police on road accidents investigation, data collection and management



 Support on road accidents investigation process review and propose recommendations



 Support on road accidents data collection and management process, technologies review and propose recommendations



 Most dangerous places and "Black spots" identification and propose measures to improve situation



 Support on road accident data analysis and statistics



The Consultant will support MoTC on constructing and implementing innovative technologies for road safety in Kyrgyzstan



 The most effective and cost-benefit technologies to use in Kyrgyzstan will be identified



 Technical descriptions and specifications of the technologies will be prepared



 Consultant will support MoTC during the selection and implementation of innovative technologies process



 Innovative technologies for national level public transport management will be identified



 Innovative technologies will cover average speed cameras, WIM, VMS, ITS



Expected achievements in road safety management till 2027

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Updated and approved legal and normative legislation inline with the best international practice and raised road design quality to next level

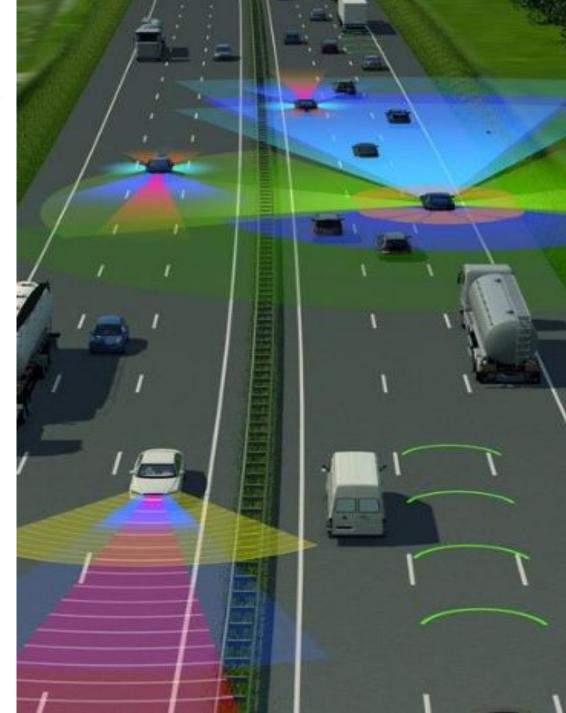
Trained and certified enough number of road safety specialists and auditors

Implemented and piloted innovative, cost-benefit road safety and traffic management solutions, such as average speed cameras, bus management platforms, rumble strips, WIMs, variable message signs, mini roundabouts, etc.

Established qualified road safety audit management unit under the MoTC and ensured effective RSA process

Reviewed, improved and automated (e.g. with GPS devices and software) accident data collection, investigation and analysis processes

THE MOST IMPORTANT! SIGNIFICANTELLY REDUCED NUMBER OF FATALITIES ON THE KYRGYZSTAN ROADS





ROAD INFRASTRUCTURE MANAGEMENT

Efficient planning of road repairs and allocation of funds



 Planning of road repairs and allocation of funding is based on the database and the Road Asset Management System (SUDA), depending on the technical condition of the roads.



 The Road Fund, which provides for the formation of financial resources for the design, maintenance, repair, construction and development of public roads, has been created and is in operation



The Ministry of Transport and Communications of the Kyrgyz Republic has drafted a new Law of the Kyrgyz Republic "On Roads", which is currently under consideration in the Jogorku Kenesh of the Kyrgyz Republic and has passed the first reading. As of February 20, 2023, the law has passed its second reading and is undergoing its third reading in the Jogorku Kenesh of the Kyrgyz Republic.



A draft Law of the Kyrgyz Republic "On Amendments to the Code of the Kyrgyz Republic "On non-tax revenues", in terms of the introduction of additional fees, which is under consideration by the Cabinet of Ministers, has been developed.





Road asset management system



■ The Road Asset Management System is a specially designed information system that, based on detailed data from an instrumental survey of roads, predicts the necessary amount of funds for repairs



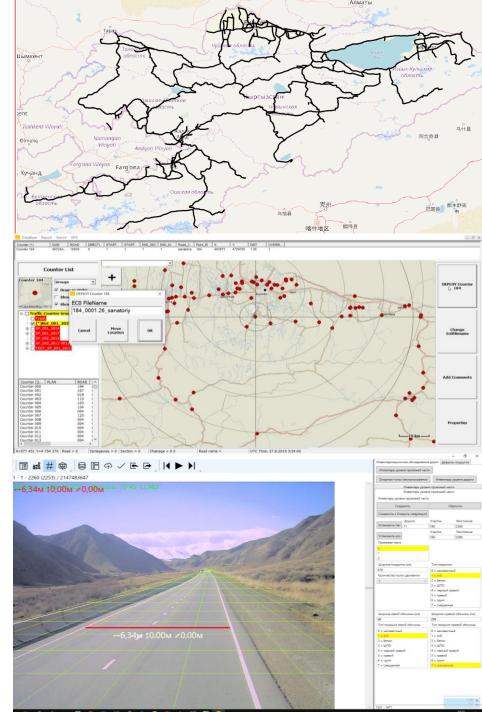
 It optimizes road life cycle costs by eliminating defects at an early stage, thus reducing capital expenditures and optimizing road maintenance costs



 By using the SUDA, the MoTC of the Kyrgyz Republic will have accurate data on the necessary amount and priority of repair work, which will eliminate the human factor in budgeting. Such mechanisms significantly reduce the risk of corruption in road maintenance and allow for an actual assessment of road condition



Together with the Production and Innovation Center (PIC) of the Ministry, data were collected from 7,514 km of paved roads and traffic data were collected from 341 locations. The roads surveyed were of international, state and partly local importance, GPS coordinates of roads, IRI, rutting and photos of roads were collected. Based on the photos, a road inventory and pavement condition survey were conducted.



Expectations from SUDA 2



 Update data for part of the paved road network (about 7,500 km) and expand data collection to include the unpaved road network



 Further develop the web-based maintenance planning system to include functionality to present and merge data from the database, further improve planning for paved roads and cover planning for unpaved roads and other assets



 Supporting the MoTC of the Kyrgyz Republic in developing a legal framework for integrating SUDA into annual planning and budgeting procedures, and preparing an Action Program for the further development of Phase III of SUDA



 Identification of annual funding requirements and suitable sources of funding for road maintenance and repair



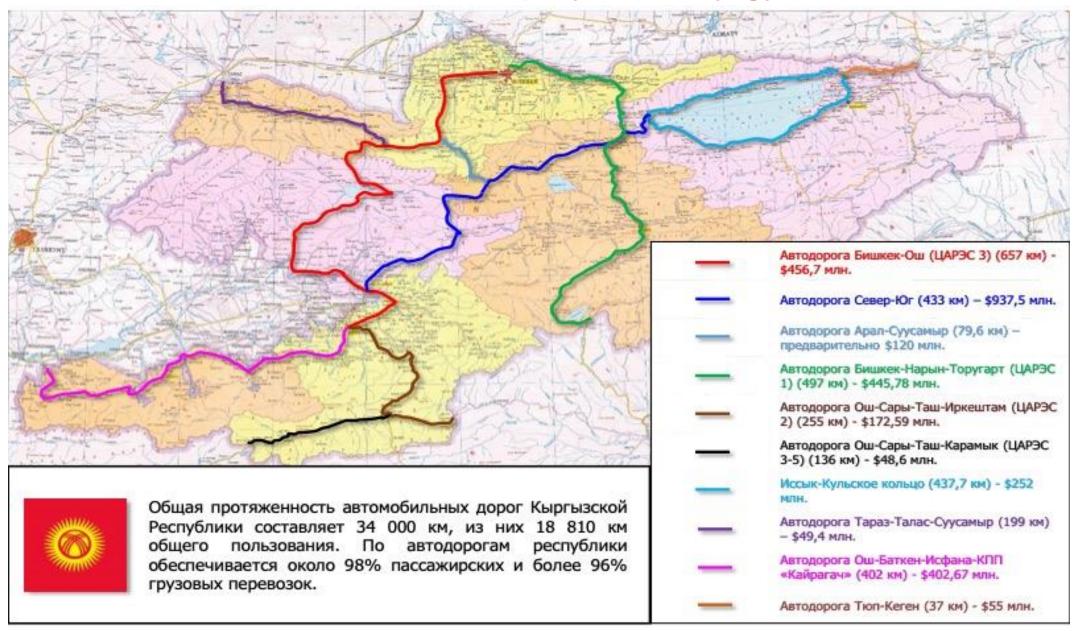
 Providing capacity building and staff training for the Department of Roads, PIC and subordinate agencies



Assist KSTU with a new course on SUDA



Road infrastructure projects in Kyrgyzstan



Thank You

