

Road Safety Performance Review Uzbekistan Road Safety Management

How to improve National Road Safety System

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Uzbekistan

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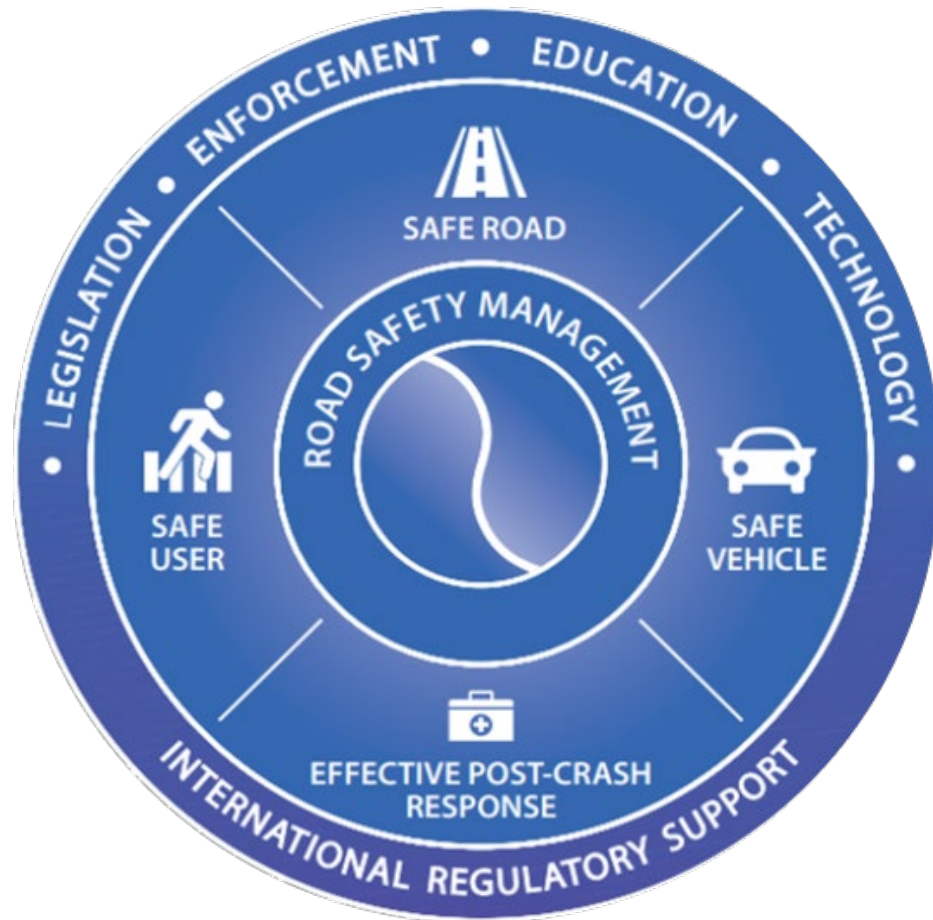
RSPR Methodology



Matrix of a National Road Safety System

Area Pillar	L egislation	E nforcement	E ducation	T echnology	I nternational R egulatory S upport
Road safety management – vertical and horizontal coordination					
Safe User	Traffic rules drivers cyclists pedestrians	Lawful behavior ensured by police and inspectors	Awareness raising, training and examination	Supportive technology and equipment, rules reminders	UN RS legal instruments and resolutions, WP.1, SC.1, WP.15
Safe Vehicle	Rules and standards for admission of vehicles to traffic	Certification and inspections by qualified inspectors	Awareness raising for users, training for inspectors	Supportive technology and equipment, compliance reminders	UN RS legal instruments and resolutions, WP.1, WP.29
Safe Road	Standards for design, construction, maintenance and signage	Audit, assessment and inspection by qualified teams	Awareness raising for road managers, users, and for inspectors	Forgiving and self- explaining road design, intelligent road systems	UN RS legal instruments and resolutions, int. standards WP.1, SC.1
Effective post- crash response	Standards for data collection post- crash response and investigation	Oversight of rescue services, investigators investigating crashes	First aid and rescue service training, investigators training	Supportive technology and equipment	Consolidated resolution, int. standards, WP.1, SC.1

Source: ECE, Sustainable Transport Division.



The foundational principle of the road safety system concept is that all the elements of the system – pillars (management, safe user, safe vehicle, safe road and effective post-crash response) and areas (legislation, enforcement, education, technology) – should be in place and function in an integrated way.

They are interconnected and support each other.

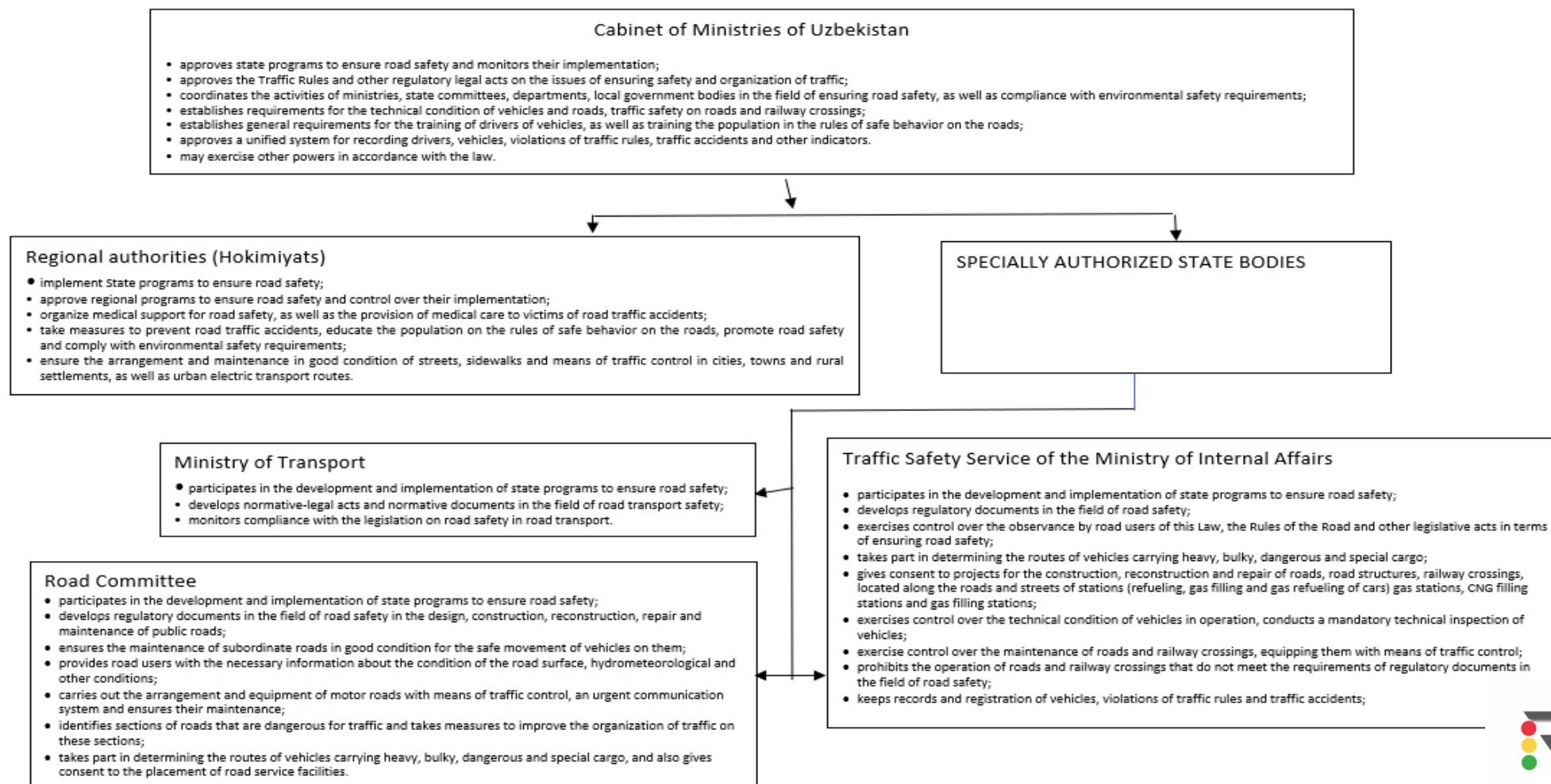
Integrated approach allows for improving one or more elements but always within the big picture of the system and for promoting systemic long-term solutions.



Organizational Arrangements According to the Law "On Road Sa



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Existing National Strategy Framework

- Road safety reforms have progressed last decade, with the result that the sector is more functional and rational, with improvements in areas of competence and responsibilities, legislation and enforcements.
- In accordance with the Decision of the President of the Republic of Uzbekistan No 3127 "On measures to further improve the system of road safety" [11/07/2017] significant work was carried out in the field of road safety.
- In the Development Strategy of the New Uzbekistan for 2022-2026, the creation of an effective system for ensuring public security, the timely identification and elimination of traffic offenses is defined as one of the target and government priority areas.
- April 5, 2022 the President resolution "On measures to ensure safety on roads and drastically reduce deaths".
- A qualitatively new procedure for organizing the work of Ministry of internal affairs bodies was established to ensure traffic safety, improve the system of prevention of traffic accidents, and expand the automated traffic control system.
- In recent years, Uzbekistan has passed several laws to improve road safety management. However, effective enforcement and monitoring of these measures remain a challenge.
- Many national Ministries/Departments share responsibility for road safety - but accountability, appropriate coordination and realizing the full potential of individual sectoral responsibilities is still difficult.
- In particular, it is required to improve coordination and cooperation of road safety stakeholders at central and local levels, mobilize additional resources (human and material) and increase level of funding for road safety programs.

Within 4 Key Areas Actions Recommended

- To be a contracting party and efficiently implement all core UN road safety conventions
- Ensure vertical and horizontal coordination between actions taken by designated authorities
- Empower the Republican Special Commission for Road Safety to deal with strategic issues and monitoring of results
- Uzbekistan needs to set concrete and measurable targets in its road safety strategy and action plan
- Developing sustainable, domestic funding sources for road safety

LEGISLATION



- Developing road safety performance indicators and using them to monitor progress and evaluate the impact of enforcement efforts
- Evaluating the effectiveness of enforcement efforts through data collection and analysis, and using the findings to guide future strategies and initiatives
- Developing partnerships between stakeholders, such as police, local government, and community groups, to coordinate enforcement efforts and promote road safety

ENFORCEMENT



- Develop and implement training programs for road safety professionals, law enforcement officials, and other relevant stakeholders to build their capacity in road safety management.
- Encourage knowledge-sharing and collaboration among road safety stakeholders at local, national and international levels.

EDUCATION



- Implement intelligent transportation systems (ITS) to optimize traffic flow, reduce congestion, and improve safety.
- Data collection forms on traffic crashes should be developed and refined based on the CADaS (Common Accident Data Set) standard.
- Technological innovation to reduce environmental impacts, optimise systems' efficiency and reduce the need to travel in the frame of technology.

TECHNOLOGY



Proposed Measures Legislation

- To be a contracting party and efficiently implement all core UN road safety conventions
- Ensure vertical and horizontal coordination between actions taken by designated authorities
- Empower the Republican Special Commission for Road Safety to deal with strategic issues and monitoring of results
- Uzbekistan needs to set concrete and measurable targets in its road safety strategy and action plan
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Transposition of international legal instruments



Uzbekistan acceded the following:

- The Convention on Road Traffic, 1968
- The Convention on Road Signs and Signals, 1968
- The European Agreement concerning the Work of Crews of Vehicles engaged in International Road Transport, 1970
- The 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, 1998
- The Agreement concerning the International Carriage of Dangerous Goods by Road (ADR), 1957
- The Convention on the Contract for the International Carriage of Goods by Road, 1956
- The Customs Convention on the International Transport of Goods under Cover of TIR Carnets, 1975
- The Customs Convention on Containers, 1972
- The Intergovernmental Agreement on the Asian Highway Network (UNESCAP), 2003
-

Uzbekistan is not contracting party of two “core” road safety legal documents:

- The Agreement concerning the Adoption of Harmonized Technical United Nations Regulations 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 United Nations Regulations, 1958.
- The Agreement concerning the Adoption of Uniform Conditions for Periodical Technical Inspections of Wheeled Vehicles, 1997.



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The Republican Special Commission on Road Safety



- Members of the Republican Special Commission for Road Safety that was established in April, 2022 are key persons from different Governmental bodies and institutions.
- Republican and Regional Special Commissions have the following main tasks:
 - reliable protection of life and health of citizens in the field of road safety, ensuring full compliance of road infrastructure with safety requirements
 - assessment of the state of efficiency of the organization of traffic in the regions on an ongoing basis, control over the targeted activities of state bodies and local Khokimiyats in this area
 - study of the causes of road accidents, creation of a system for preparing scientifically based proposals for the prevention of accidents by approving a list of dangerous emergency sections of roads
 - determination of measures for the introduction of modern information technologies in the field of road safety, popularization of automated control systems that exclude the human factor and corruption
 - Organizing the development and coordination of draft programs to improve the road infrastructure, reduce the number of road accidents in the regions



Safe and Smooth Road Program

- Decision of the President of the Republic of Uzbekistan No316 on Approval of the National Program “Safe and Smooth Road” [12/07/2022] aims to improve the road infrastructure and create safe driving conditions
- The plan is intended to be implemented in the territory of the Republic during the years 2022-2026.
- It is divided into five categories:
 - Complex improvement of road infrastructure;
 - Digitization of the traffic management system on roads;
 - Development and digitization of public transport;
 - Strengthening the campaign to ensure traffic safety, starting practical training of traffic rules for children;
 - Improving the system of training and retraining of drivers and strengthening control over the technical condition of motor vehicles.
- Specific, measurable, achievable, relevant, and time-bound indicators for activities are noteworthy



Proposed Measures Enforcement

- Developing road safety performance indicators and using them to monitor progress and evaluate the impact of enforcement efforts
- Evaluating the effectiveness of enforcement efforts through data collection and analysis, and using the findings to guide future strategies and initiatives
- Developing partnerships between stakeholders, such as police, local government, and community groups, to coordinate enforcement efforts and promote road safety



Funding and Resource Allocation

- Funding for road safety initiatives and activities is insufficient. The safety aspects of road and transport projects are often forgotten when roads are being reconstructed and designed and when budget proposals are being compiled.
- In Uzbekistan, where the road safety management capacity is still weak, new funding schemes should be established to implement road safety action plans. Separate road safety budget lines are uncommon but should be introduced.
- According to the Decree of the President of the Republic of Uzbekistan No190 On Measures for Reliable Ensuring of Human Security and Sharp Reduction of Death on Roads (04/04/2022) the Republican Fund "Safe Road and Safe Pedestrian" under the Road Traffic Safety Service of the Ministry of Internal Affairs should be established.
- The funds should be used in a targeted manner exclusively for:
 - acquisition of technical means of traffic management;
 - financing the application of road markings in cities and other settlements, the installation, replacement, storage, dismantling of technical means;
 - strengthening the material and technical base of operational and installation units, including providing modern special technical equipment, introducing additional staff for a certain period, based on the scope of work
 - study of advanced foreign experience in the field of road safety, financing of projects in the direction of road infrastructure development;
 - financing measures to create material, technical and educational bases aimed at developing basic knowledge of the rule: of the road among students



Proposed Measures Education

- Develop and implement training programs for road safety professionals, law enforcement officials, and other relevant stakeholders to build their capacity in road safety management.
- Encourage knowledge-sharing and collaboration among road safety stakeholders at local, national and international levels.



Research and Development and Knowledge Transfer



- It was observed that academic research and development projects on road safety are scarce.
- No regularly research, seminars and workshops, and training actions are implemented.
- Several capacity building actions related to road safety have been implemented in the framework of international projects.
- The general lack of specialized training from road safety stakeholders' staff implies the necessary continuation of capacity building and knowledge transfer.
- The Government should support the establishment of a road safety research centre and collaborate with regional and international institutions to bring best practices to Uzbekistan, as well as building up local capacities.
- Decree of the President of the Republic of Uzbekistan No 5647 "On measures to radically improve the system of public administration in the field of transport" [01/02/2019] includes the establishment of a centre for the study of transport and logistics development problems under the Ministry of Transport of the Republic of Uzbekistan



Proposed Measures Technology

- Implement intelligent transportation systems (ITS) to optimize traffic flow, reduce congestion, and improve safety.
- Data collection forms on traffic crashes should be developed and refined based on the CAdaS (Common Accident Data Set) standard.
- Technological innovation to reduce environmental impacts, optimise systems' efficiency and reduce the need to travel in the frame of technology.



Monitoring and Evaluation

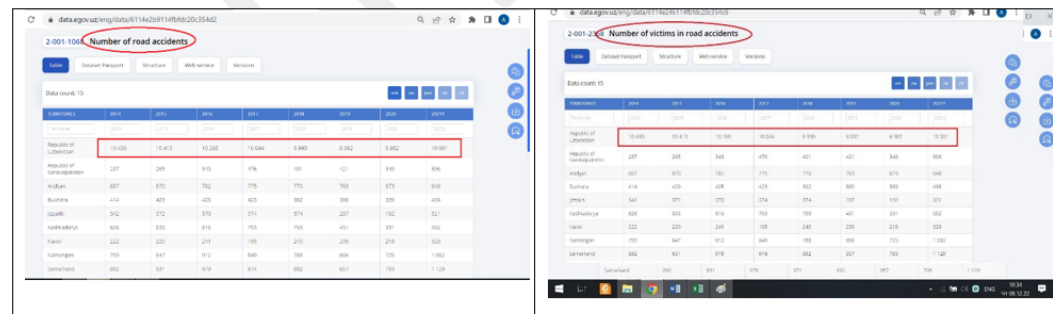
- The legislation does not clearly define the mechanisms of data collection, analysis and sharing.
- It was observed absence of clear and systematic relations between these agencies on the monitoring of road accident victims within 30 days after accident, or procedures for identifying infrastructural or driver behavioural problems in registered traffic accidents.
- There are questions related to the uniformity, relevance and reliability of available road accidents data and this makes more challenging to develop evidence-based programs and actions.
- Furthermore, limited data availability and non-regular publishing significantly jeopardizes possibilities to develop genuine Uzbek road safety research and development capacities.
- The existing databases related to road accidents in the country are not connected.
- Road traffic crash data of sufficiently high quality could be acquired and processed only if more resources are allocated, national data collection methodology updated (eg based on CADaS), more personnel trained, and contemporary digital solutions/data base/GIS introduced.

Published data by the Road Police Department and SSC for years 2017-2018

Year/Source	2017	2018	2019	2020	2021
SSC	10,044	8,990	8,092	6,982	10,001
MIA	9,637	8,458	8,092	6,982	10,001
Difference	407	532	0	0	0

Source: Calculated on the data provided by MIA

Data published by state statistics committee on the numbers of road accidents and victims



Source: <https://data.egov.uz/eng/data/6114e246114fbfd20c354d8>, <https://data.egov.uz/eng/data/6114e2b9114fbfd20c354d2>

Thank you

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