SESSION 3

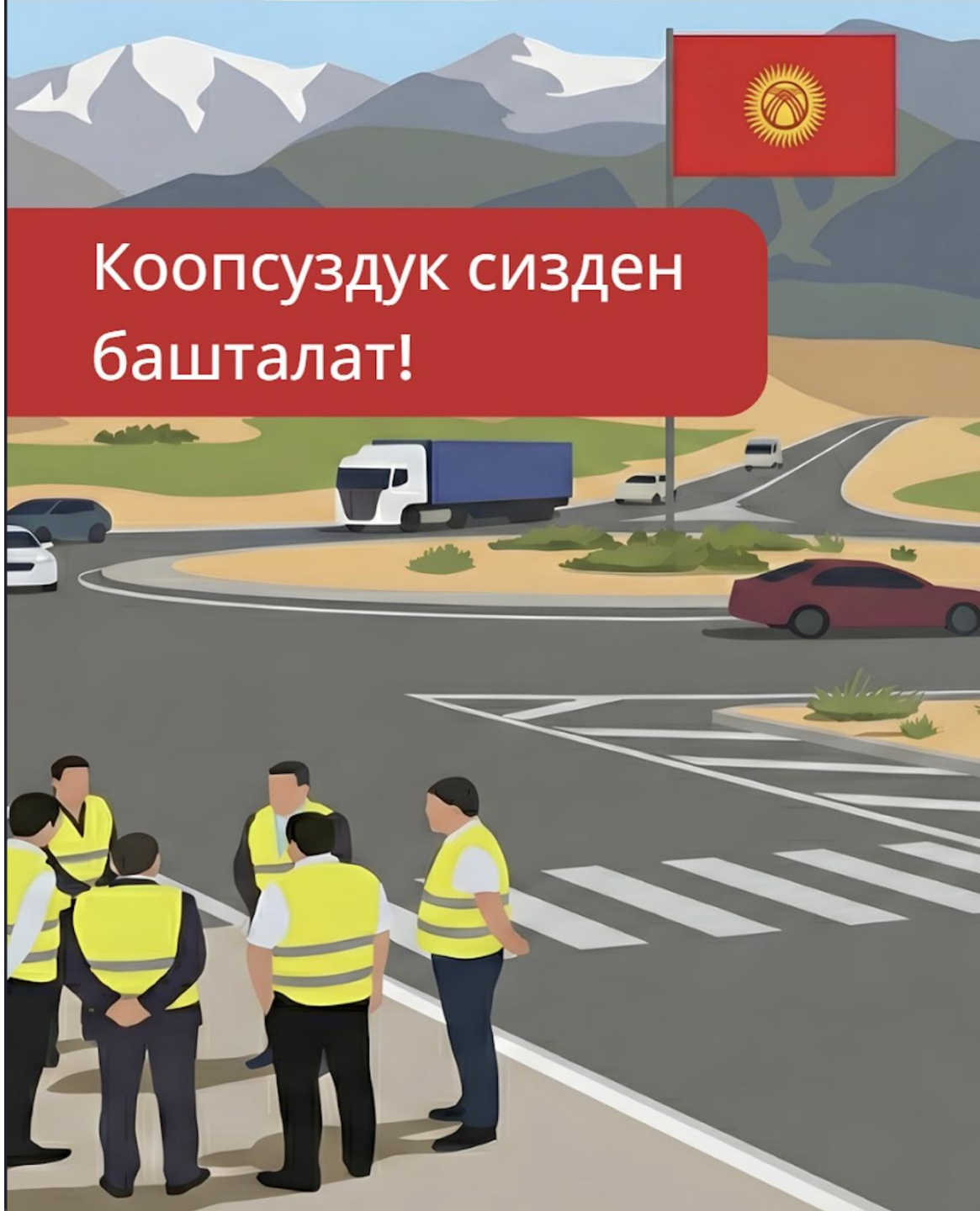
SHARED RESPONSIBILITY

WHO IS ULTIMATELY RESPONSIBLE?

PRESENTATION OF THE KEY RESULTS OF THE PROJECT ACHIEVED OVER 3 YEARS AND THEIR IMPACT ON THE FUTURE OF ROAD SAFETY IN KYRGYZSTAN

Egidijus Skrodenis

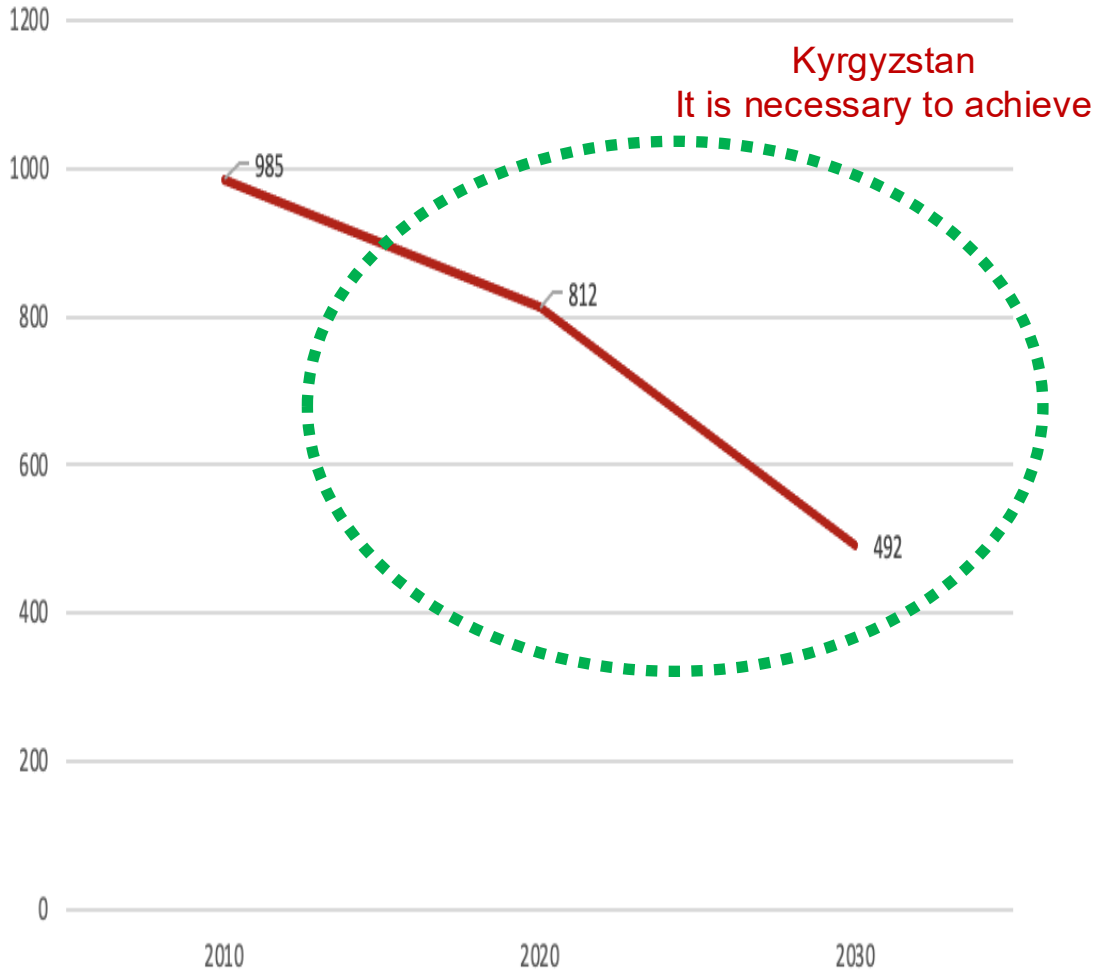
14.04.2026



ROAD SAFETY GOALS OF THE KYRGYZ REPUBLIC UNTIL 2030

- In 2023, a very ambitious Road Safety Strategy for the period 2023-2027 was approved.
- In parallel, Kyrgyzstan has joined the CAREC Road Safety Strategy, whose main goal is to reduce the number of fatalities on CAREC road corridors by 50% by 2030 compared to the 2010 baseline (985 fatalities in 2010 and 812 in 2020).

"Make CAREC International Road Corridors Safe, Efficient, and Attractive to All Road Users"



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

NATIONAL ROAD SAFETY STRATEGY OF KYRGYZSTAN FOR THE PERIOD 2023-2027

Strategic goal

Improving the efficiency of the road safety management system

- To approve an interdepartmental methodology for conducting a road safety risk analysis.
- If necessary, amend national legislation in accordance with international road safety obligations.
- To ensure the implementation of the principle of inevitability of punishment for violations of traffic rules.
- To develop open mechanisms in the organization of licensing of passenger transportation.
- If necessary, approve the newly defined functions and register of road safety services within the competence of the Ministry of Internal Affairs of the Kyrgyz Republic.
- Strengthen work to improve the skills of road safety employees.
- Introduce digitalization systems in road safety activities.

Strategic goal

Improving the safety of road infrastructure

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

Strategic goal

Ensuring the safety of road users.

- To approve a plan for the implementation of educational and preventive measures to ensure road safety among various categories of road users.
- Strengthen 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 high-altitude sections of strategic highways to ensure road safety.

Strategic goal

Improving the efficiency of response after accidents

- To approve standards and mechanisms for a comprehensive response after an accident.
- To strengthen inter-agency cooperation in the field of road safety.
- To ensure the development of practical skills of drivers of vehicles in rendering.
- To ensure the development of practical skills of vehicle drivers in providing first aid to victims of road accidents.
- security.

PROJECT: ROAD SAFETY AUDIT AND TECHNOLOGY CONSULTANTS (CRP-AF)

Support to the ITC in the development and adoption of the ABDD procedure, training and certification of experts, revision and updating of technical legislation

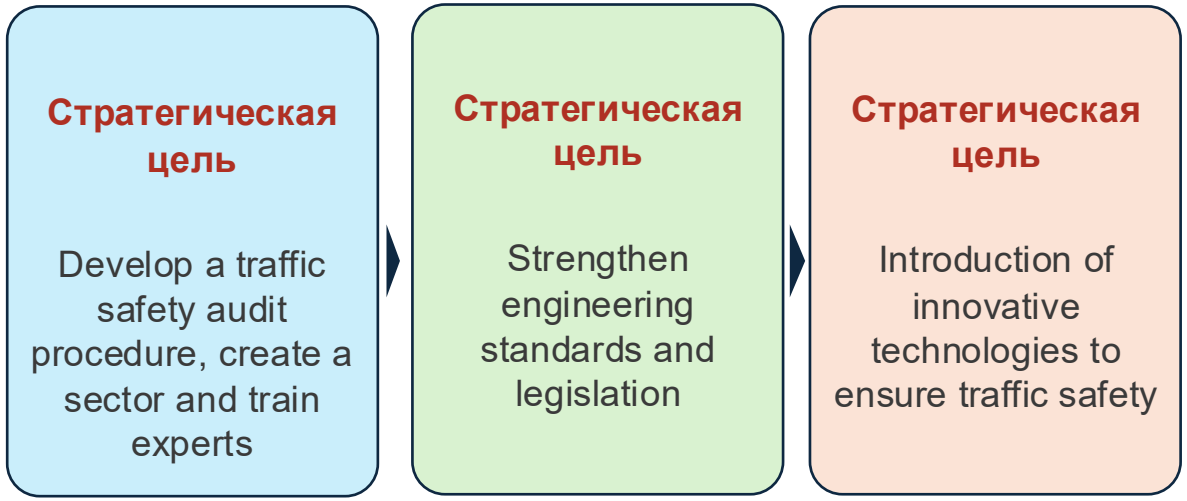
Client: Ministry of Transport and Communications of the Kyrgyz Republic

With financial support from ADB

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

Duration:**01.03.2023 – 30.03.2026**

PROJECT STRUCTURE



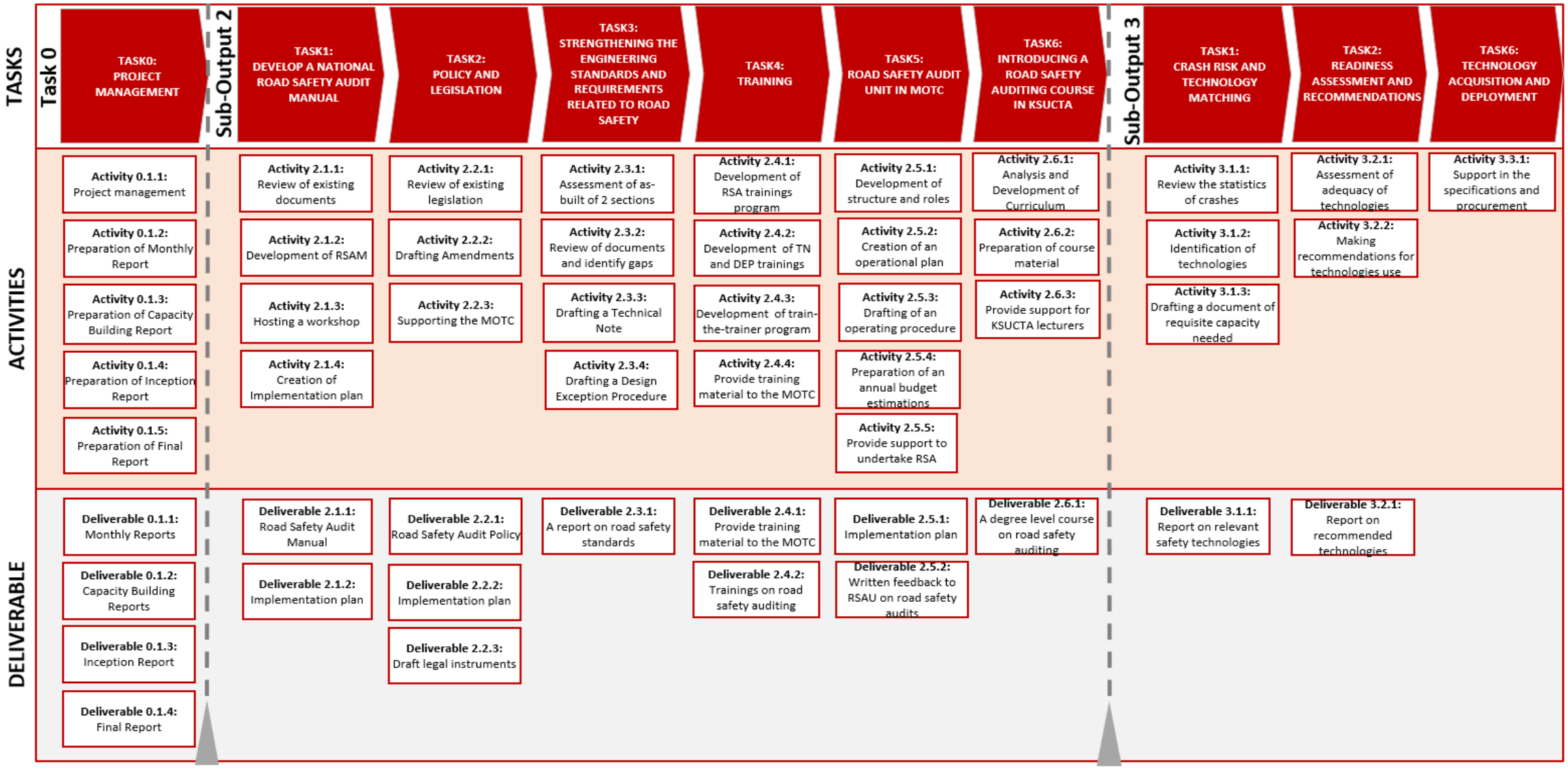
RESULTS

A traffic safety manual was developed, experts were trained and support was provided in the creation of a traffic safety audit sector in the ITC

Draft report on road safety standards prepared

A report with recommendations was prepared and support was provided in the deployment of technologies to ensure traffic safety

OVERALL SCOPE OF THE PROJECT



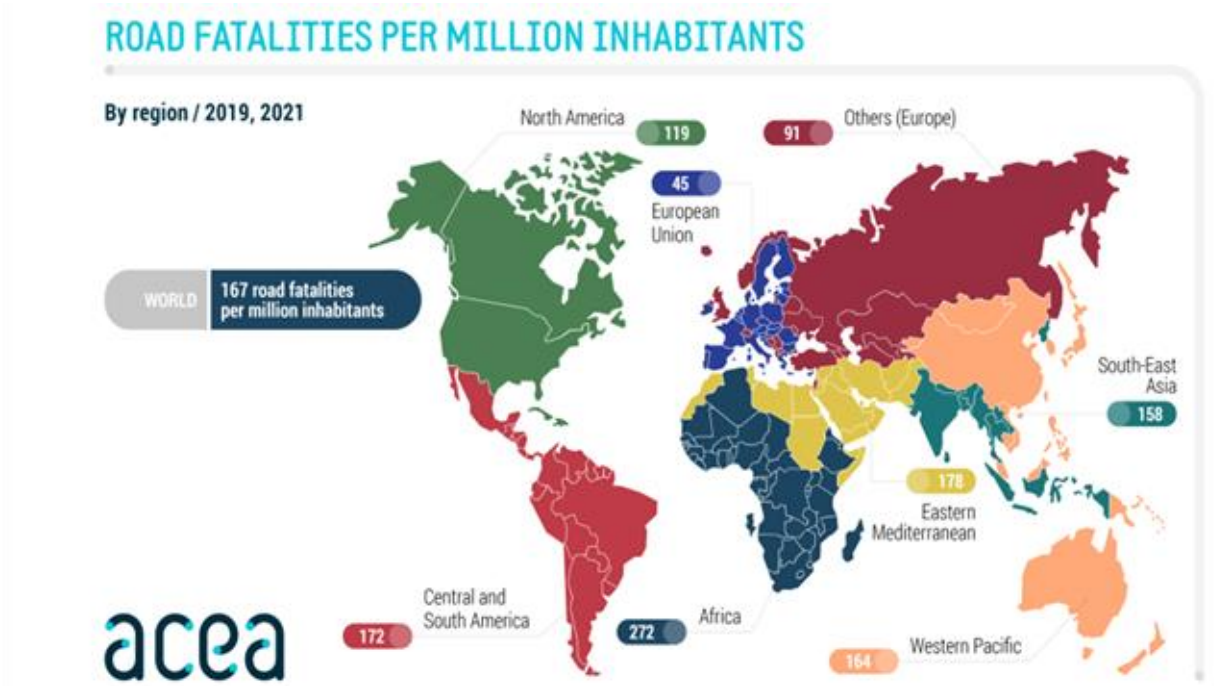
Basic principles

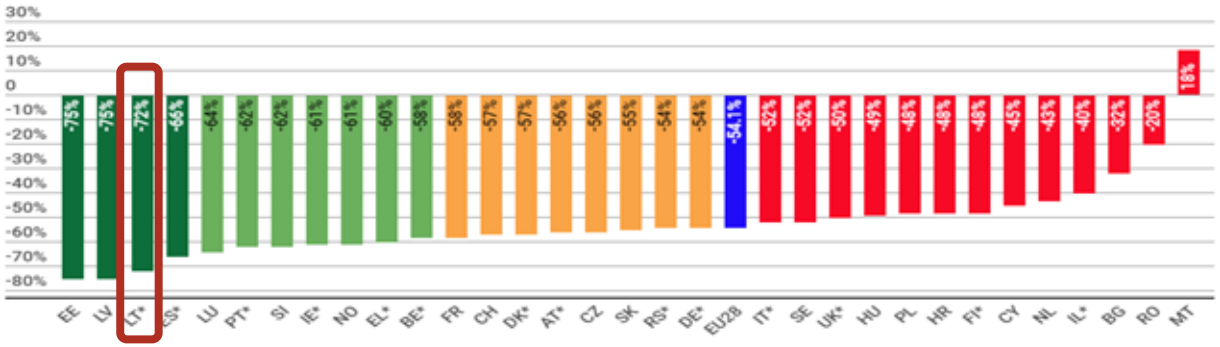
ROADS IN THE EU ARE THE SAFEST IN THE WORLD

The EU has an average of less than 50 deaths per million inhabitants, compared to:

- 174 deaths per million in the world
- 106 deaths per million in the United States
- 93 deaths per million in geographical Europe

In 2004, Cyprus, the Czech Republic, Estonia, Hungary, Latvia, Lithuania, Malta, Poland, Slovakia and Slovenia joined the EU and had to meet EU goals, including road safety.



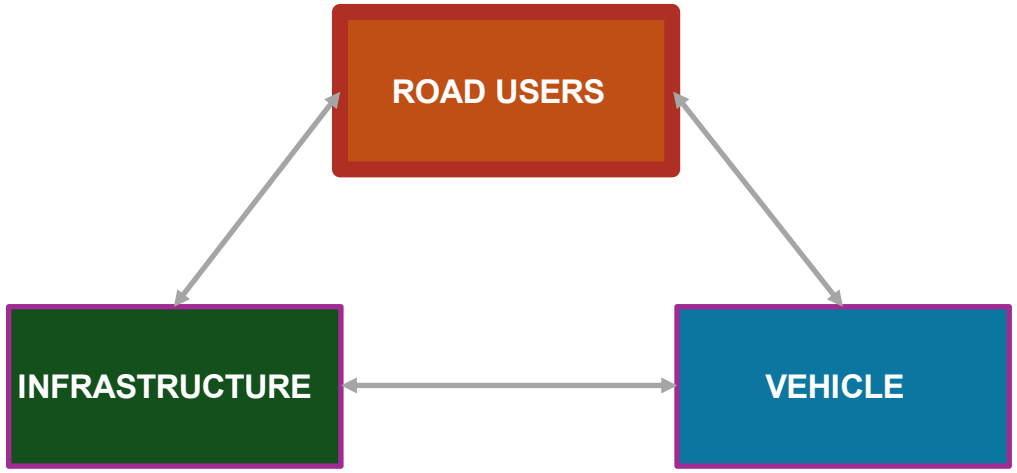


THE MAIN APPROACH OF THE PROJECT IS THE CONSTRUCTION OF THE SAFEST POSSIBLE ROADS IN KYRGYZSTAN THAT MEET THE NEEDS OF THE POPULATION

The concept is based on the principle of "a person is a standard" (the human factor will always be present). A sustainable, safe traffic system should:

- **Infrastructure** adapted to human disabilities through the correct design of roads
- **Vehicles** equipped with tools to simplify human tasks and designed to protect the vulnerable person as effectively as possible
- **A road user** who is sufficiently educated, informed and, if necessary, supervised

Human capabilities and vulnerabilities must be the benchmark, and road safety issues must be addressed at all levels.



The most important thing in this system is
HUMAN !!!!!
This means that the vehicle and infrastructure must be adapted to the needs of the individual.
Needs and opportunities

Source: Sustainable Safe Road Design: Guidelines developed for the World Bank and the Dutch Ministry of Transport, Public Works and Water Management, 2005

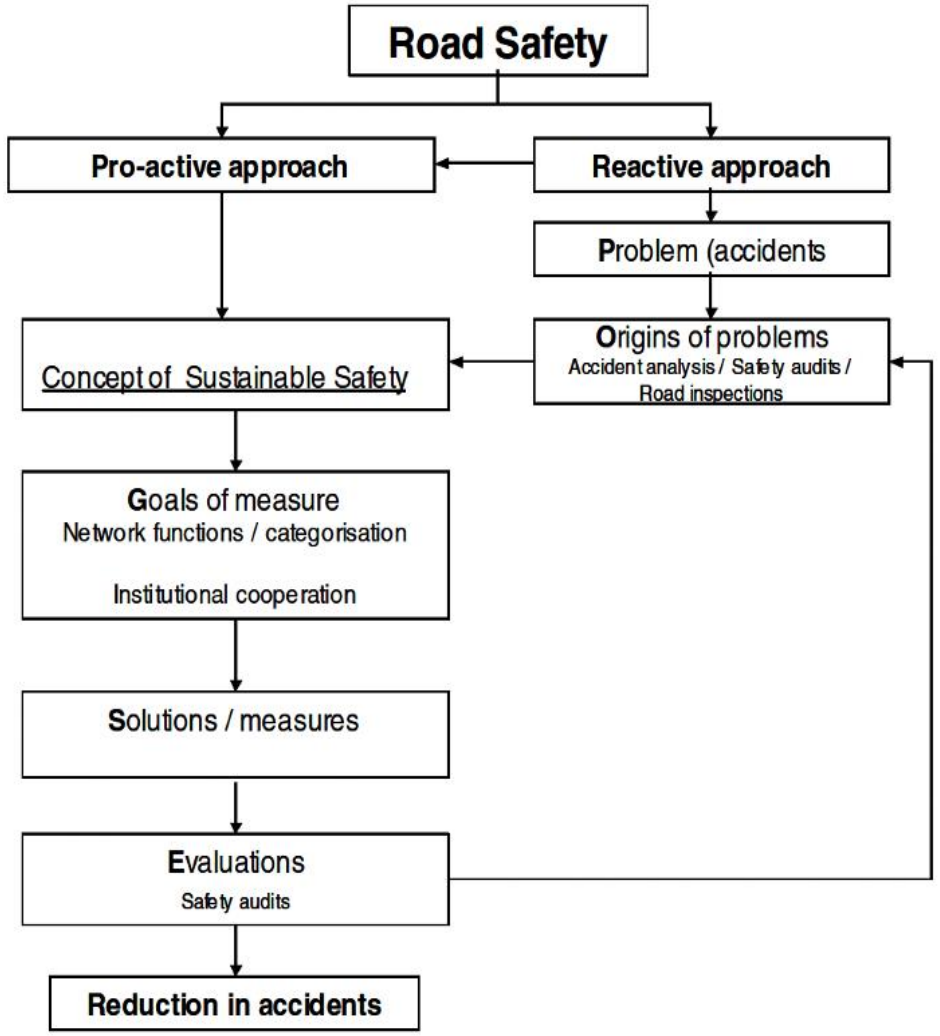
SAFETY PRINCIPLES (1)

At the highest level, it is the interaction of a person, a vehicle, infrastructure and legislation. At the next level, it is the relationship between function, form and use:

- **Function:** refers to the use of infrastructure for the purpose of the road administration
- **Shape:** Refers to the physical design and layout properties of the infrastructure
- **Usage:** Relates the actual use of the infrastructure to user behavior, and legislation refers to the regulatory requirements for the use of the infrastructure.

The starting point of the concept of "Sustainable Safety" is to significantly reduce the likelihood of accidents through improved infrastructure design

In addition, where accidents do occur, it is necessary to influence the process of determining the severity of these accidents in order to minimize serious injuries.



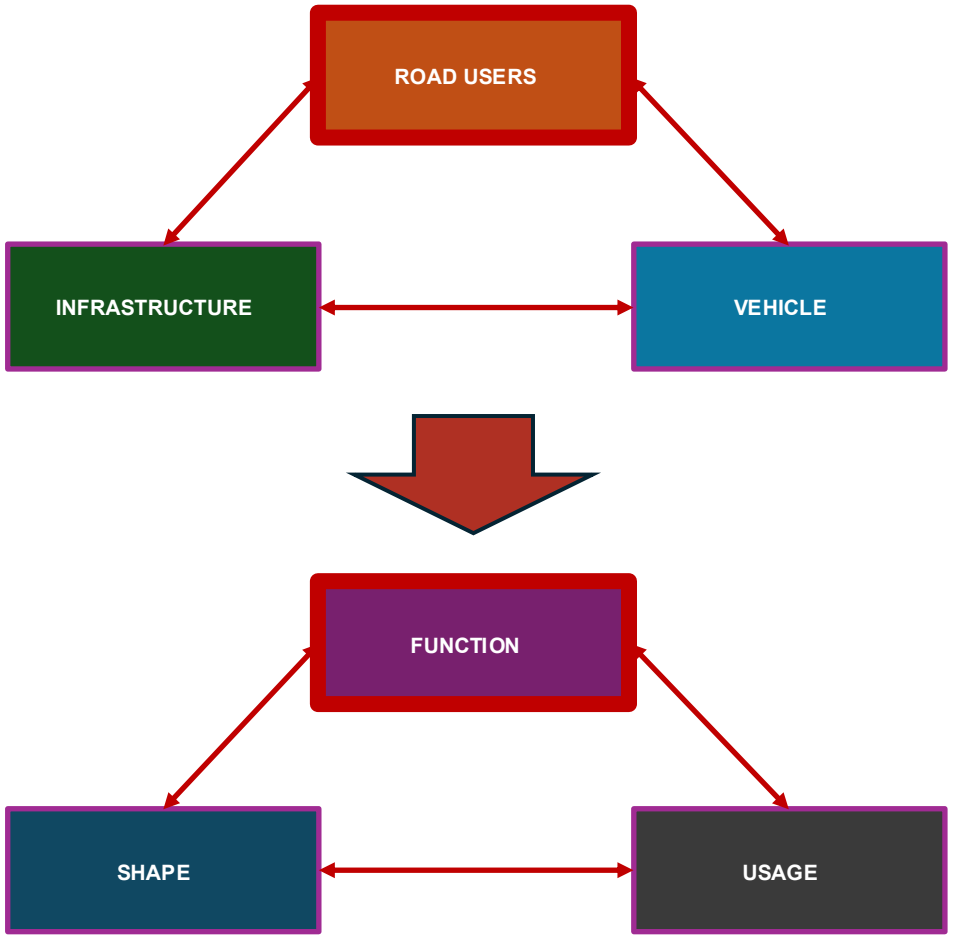
Source: Sustainable Safe Road Design: Guidelines developed for the World Bank and the Dutch Ministry of Transport, Public Works and Water Management, 2005

SAFETY PRINCIPLES (2)

The essence of a sustainable and safe approach is that prevention is better than cure (as opposed to follow-up intervention).

Each category of roads must be designed taking into account its functional purpose and ensure maximum safety. To meet the latter requirement, all road categories must comply with the following three safety principles:

- **Functionality**| Preventing unintended use of infrastructure: traffic flow will be distributed across the road network as intended, and different roads will be used by the types of transport for which they are intended.
- **Uniformity** | elimination of significant differences in speed, direction of movement and weight of vehicles. Differences in the speed and weight of different modes of transport using the same section or intersection at the same time are minimized.
- **Predictability** | avoidance of uncertainty among road users; the most predictable traffic situations; Road users correctly anticipate the situation on the road



Source: Sustainable Safe Road Design: Guidelines developed for the World Bank and the Dutch Ministry of Transport, Public Works and Water Management, 2005

Sub-Output 2: Integrate Road Safety Audit into Business Practice

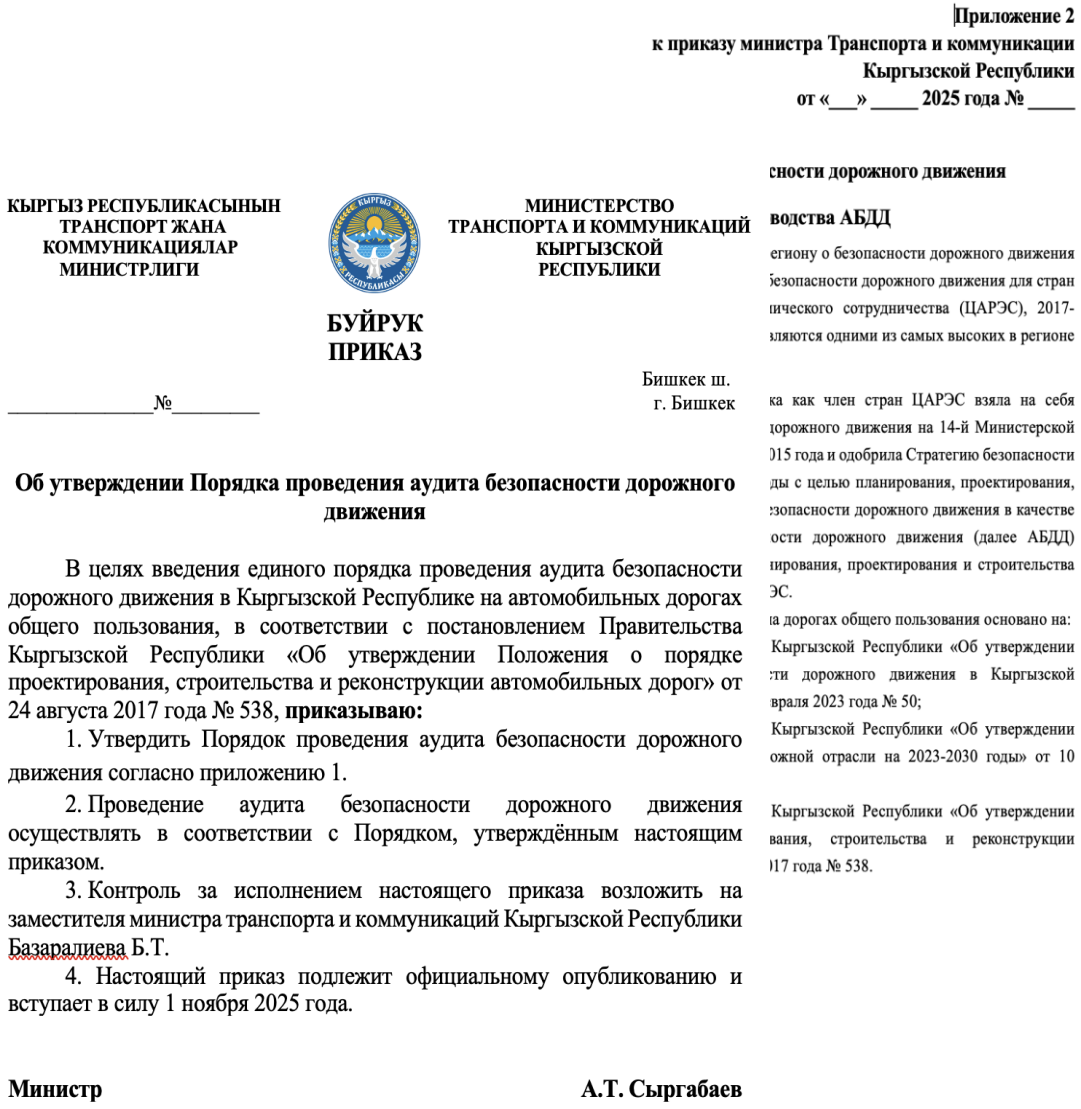
TASK 1. DEVELOP NATIONAL GUIDELINES ON ROAD SAFETY AUDITS

Implementation of Road Safety Audit in the Kyrgyz Republic Ensured by Amendment to Draft Resolution and Approval by Cabinet of Ministers

A comprehensive Road Safety Audit Manual has been developed, based on international best practices, which will be approved by the order of the Minister of the Ministry of Transport and Communications

The implementation of 5 stages of road safety audit in the Kyrgyz Republic was agreed, with the 5th stage of the road safety audit being identical to the Road Safety Inspectorate

In 2025, 5 road safety audits were carried out for the most important road reconstruction projects



Приложение 2
к приказу министра Транспорта и коммуникации
Кыргызской Республики
от «__» ____ 2025 года № ____

сности дорожного движения

водства АБДД

егиону о безопасности дорожного движения
безопасности дорожного движения для стран
ического сотрудничества (ЦАРЭС), 2017-
ляются одними из самых высоких в регионе

ка как член стран ЦАРЭС взяла на себя
дорожного движения на 14-й Министерской
015 года и одобрила Стратегию безопасности
ды с целью планирования, проектирования,
зопасности дорожного движения в качестве
ости дорожного движения (далее АБДД)
ирования, проектирования и строительства
ЭС.
а дорогах общего пользования основано на:
Кыргызской Республики «Об утверждении
сти дорожного движения в Кыргызской
враля 2023 года № 50;
Кыргызской Республики «Об утверждении
ожной отрасли на 2023-2030 годы» от 10

Кыргызской Республики «Об утверждении
вания, строительства и реконструкции
017 года № 538.

КЫРГЫЗ РЕСПУБЛИКАСЫНЫН ТРАНСПОРТ ЖАНА КОММУНИКАЦИЯЛАР МИНИСТРЛИГИ

МИНИСТЕРСТВО ТРАНСПОРТА И КОММУНИКАЦИЙ КЫРГЫЗСКОЙ РЕСПУБЛИКИ

БУЙРУК
ПРИКАЗ

Бишкек ш.
г. Бишкек

_____№_____

Об утверждении Порядка проведения аудита безопасности дорожного движения

В целях введения единого порядка проведения аудита безопасности дорожного движения в Кыргызской Республике на автомобильных дорогах общего пользования, в соответствии с постановлением Правительства Кыргызской Республики «Об утверждении Положения о порядке проектирования, строительства и реконструкции автомобильных дорог» от 24 августа 2017 года № 538, **приказываю:**

1. Утвердить Порядок проведения аудита безопасности дорожного движения согласно приложению 1.

2. Проведение аудита безопасности дорожного движения осуществлять в соответствии с Порядком, утверждённым настоящим приказом.

3. Контроль за исполнением настоящего приказа возложить на заместителя министра транспорта и коммуникаций Кыргызской Республики Базаралиева Б.Т.

4. Настоящий приказ подлежит официальному опубликованию и вступает в силу 1 ноября 2025 года.

Министр **А.Т. Сыргабаев**

TASK 2. POLICY AND LEGISLATION

The most significant achievement of our project is the adoption of the Resolution of the Cabinet of Ministers of the Kyrgyz Republic No 525 dated August 26, 2025, **"On Amendments to a Number of Government Resolutions of the Kyrgyz Republic on Road Safety Assurance and the Implementation of Road Safety Audit (RSA)".**

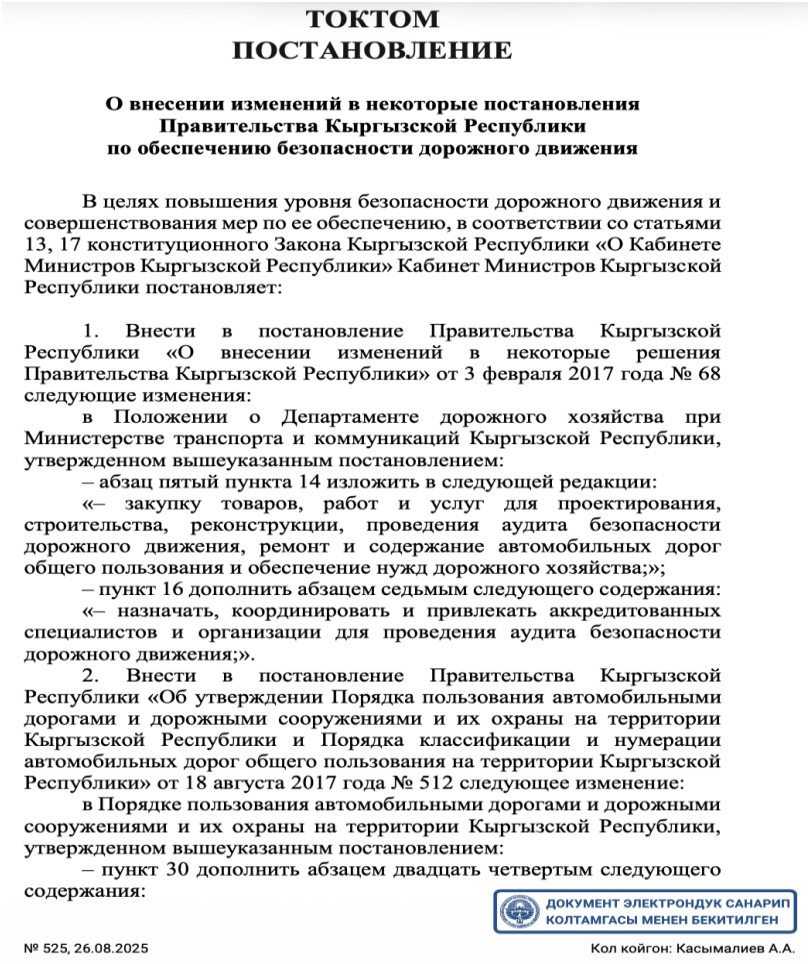
This resolution officially introduces Road Safety Audit (RSA) into the national legal framework, amending two key government resolutions – No 512 and No 538:

- Amendments to Resolution No 512: "On Approval of the Procedure for the Use and Protection of Roads and Road Facilities, as well as the Procedure for the Classification and Numbering of Public Roads in the Kyrgyz Republic": A new requirement has been added to paragraph 30, requiring: "Conducting road safety audits in accordance with the procedure established by the authorized state body in the field of transport and communications."
- Amendments to Resolution No 538: "On Approval of the Regulation on the Procedure for the Design, Construction and Reconstruction of Roads": A new definition has been introduced: "Road safety audit is an independent, systematic and technical analysis of design solutions and elements of road infrastructure, aimed at identifying and preventing risks for road users at all stages of project implementation."

This milestone marks the institutionalization of road safety audits in the Kyrgyz Republic, ensuring a sustainable and proactive approach to road safety management across the country.

Amendments to the Regulations on the Department of Road Maintenance under the Ministry of Road Maintenance of the Kyrgyz Republic:

- Paragraph 14, fifth subparagraph, was revised to read: "procurement of goods, works and services for the design, construction, reconstruction, road safety audit, repair and maintenance of public roads, as well as for the needs of the road sector;"
- Paragraph 16 has been supplemented by a new seventh subparagraph: "to designate, coordinate and engage accredited professionals and organizations to conduct road safety audits."



ТОКТОМ
ПОСТАНОВЛЕНИЕ

О внесении изменений в некоторые постановления Правительства Кыргызской Республики по обеспечению безопасности дорожного движения

В целях повышения уровня безопасности дорожного движения и совершенствования мер по ее обеспечению, в соответствии со статьями 13, 17 конституционного Закона Кыргызской Республики «О Кабинете Министров Кыргызской Республики» Кабинет Министров Кыргызской Республики постановляет:

1. Внести в постановление Правительства Кыргызской Республики «О внесении изменений в некоторые решения Правительства Кыргызской Республики» от 3 февраля 2017 года № 68 следующие изменения:

в Положении о Департаменте дорожного хозяйства при Министерстве транспорта и коммуникаций Кыргызской Республики, утвержденном вышеуказанным постановлением:

– абзац пятый пункта 14 изложить в следующей редакции:

«– закупку товаров, работ и услуг для проектирования, строительства, реконструкции, проведения аудита безопасности дорожного движения, ремонт и содержание автомобильных дорог общего пользования и обеспечение нужд дорожного хозяйства;»;

– пункт 16 дополнить абзацем седьмым следующего содержания:

«– назначать, координировать и привлекать аккредитованных специалистов и организации для проведения аудита безопасности дорожного движения;».

2. Внести в постановление Правительства Кыргызской Республики «Об утверждении Порядка пользования автомобильными дорогами и дорожными сооружениями и их охраны на территории Кыргызской Республики и Порядка классификации и нумерации автомобильных дорог общего пользования на территории Кыргызской Республики» от 18 августа 2017 года № 512 следующее изменение:

в Порядке пользования автомобильными дорогами и дорожными сооружениями и их охраны на территории Кыргызской Республики, утвержденном вышеуказанным постановлением:

– пункт 30 дополнить абзацем двадцать четвертым следующего содержания:

ДОКУМЕНТ ЭЛЕКТРОНДУК САНАРИП КОЛТАМГАСЫ МЕНЕН БЕКИТИЛГЕН

№ 525, 26.08.2025

Кол койгон: Касымалиев А.А.

Отрывок из постановления Кабинета Министров Кыргызской Республики No 525 от 26 августа 2025 года

TASK 3. STRENGTHENING ENGINEERING STANDARDS AND REQUIREMENTS RELATED TO ROAD SAFETY (1)

More than 230 existing technical standards (GOST, SNIP, etc.) in force in the Kyrgyz Republic have been analyzed, compared with international best practices and detailed recommendations for their updating have been prepared:

- **Detailed recommendations for existing SNIPS and GOSTS improvements:**
  - Standard intersections for national roads
  - Typical intersection layouts and urban roads
  - Additional recommendations for use in future public road construction projects
- **GOST 70555-2022 (Roundabouts) was adopted, which significantly improved the planning and design of roundabouts in Kyrgyzstan, improved traffic and safety.**
- **Recommendations for the implementation of engineering road safety measures have been developed based on the best European practices to improve safety standards across the country.**
- The Basic Building Codes (SNiP KR 32-01:2004 "Motorway Design") have been updated to take into account European experience in road design, which has improved the quality of road infrastructure planning.

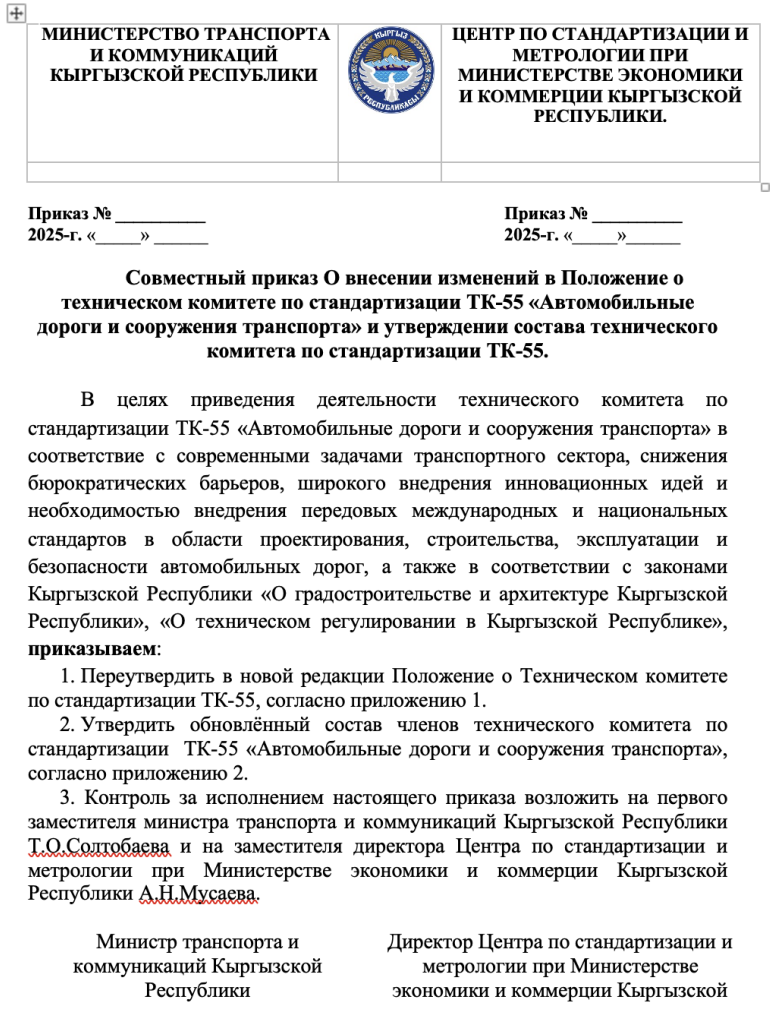
TASK 3. STRENGTHENING ENGINEERING STANDARDS AND REQUIREMENTS RELATED TO ROAD SAFETY (2)

Significant progress has also been made in the exception procedure component of the design.

Based on the analysis, a plan for the implementation of the Design Exception Note was developed:

- The updated Rules of Technical Committee 55 (TC-55) have been developed regarding the use and review of foreign technical documents in national practice, now including:
- **Developed procedure for approval of foreign technical documents (Design Exclusion Procedure)**

These documents are approved by the relevant authorities.



МИНИСТЕРСТВО ТРАНСПОРТА И КОММУНИКАЦИЙ КЫРГЫЗСКОЙ РЕСПУБЛИКИ		ЦЕНТР ПО СТАНДАРТИЗАЦИИ И МЕТРОЛОГИИ ПРИ МИНИСТЕРСТВЕ ЭКОНОМИКИ И КОММЕРЦИИ КЫРГЫЗСКОЙ РЕСПУБЛИКИ.

Приказ № _____
2025-г. «_____» _____

Приказ № _____
2025-г. «_____»_____

Совместный приказ О внесении изменений в Положение о техническом комитете по стандартизации ТК-55 «Автомобильные дороги и сооружения транспорта» и утверждении состава технического комитета по стандартизации ТК-55.

В целях приведения деятельности технического комитета по стандартизации ТК-55 «Автомобильные дороги и сооружения транспорта» в соответствие с современными задачами транспортного сектора, снижения бюрократических барьеров, широкого внедрения инновационных идей и необходимостью внедрения передовых международных и национальных стандартов в области проектирования, строительства, эксплуатации и безопасности автомобильных дорог, а также в соответствии с законами Кыргызской Республики «О градостроительстве и архитектуре Кыргызской Республики», «О техническом регулировании в Кыргызской Республике», **приказываем**:

1. Переутвердить в новой редакции Положение о Техническом комитете по стандартизации ТК-55, согласно приложению 1.
2. Утвердить обновлённый состав членов технического комитета по стандартизации ТК-55 «Автомобильные дороги и сооружения транспорта», согласно приложению 2.
3. Контроль за исполнением настоящего приказа возложить на первого заместителя министра транспорта и коммуникаций Кыргызской Республики Т.О.Солтобаева и на заместителя директора Центра по стандартизации и метрологии при Министерстве экономики и коммерции Кыргызской Республики А.Н.Мусаева.

Министр транспорта и коммуникаций Кыргызской Республики

Директор Центра по стандартизации и метрологии при Министерстве экономики и коммерции Кыргызской

Отрывок из совместного приказа МоТС и Министерства экономики

TASK 4. TRAINING (1)

- Organized and conducted two trainings on road safety audit. The training focused on the use and implementation of the new Road Safety Audit Manual (RSAM). Each session included theoretical material and practical exercises based on real road sections in Kyrgyzstan.
- Prepared and conducted two separate training sessions on the topics: Technical Note (TN) on Standard Road Design Solutions and Design Exception Procedure (DEP). The trainings covered current technical solutions, cases and compliance with international standards.
- A complete trainer training programme has been developed based on the final Road Safety Audit Manual. The program includes 15 theoretical modules that meet the international standards of RSA competence. The training was conducted both face-to-face and online, a total of 40 hours (25 hours of theory, 15 hours of practice).
- Prepared all training materials in English and Russian. The materials support the long-term implementation of road safety audits and engineering practices in the Kyrgyz Republic. The materials have been structured according to the Train-the-Trainer program and can be directly used by KSTU for future training.

TASK 4. TRAINING (2)

A study tour to Lithuania, Austria and the Netherlands was organized, focusing on the study of advanced road safety solutions and institutional practices.

The tour included official meetings with ministries, police and road administrations; technical visits to ITS and vehicle inspection centres, as well as expert discussions.

A delegation of 11 participants from the Kyrgyz Republic took part in the 8-day program.

The countries were selected taking into account the relevant cases for Kyrgyzstan (legal transition, mountainous areas, integrated mobility).

Key findings for implementation in the Kyrgyz Republic include:

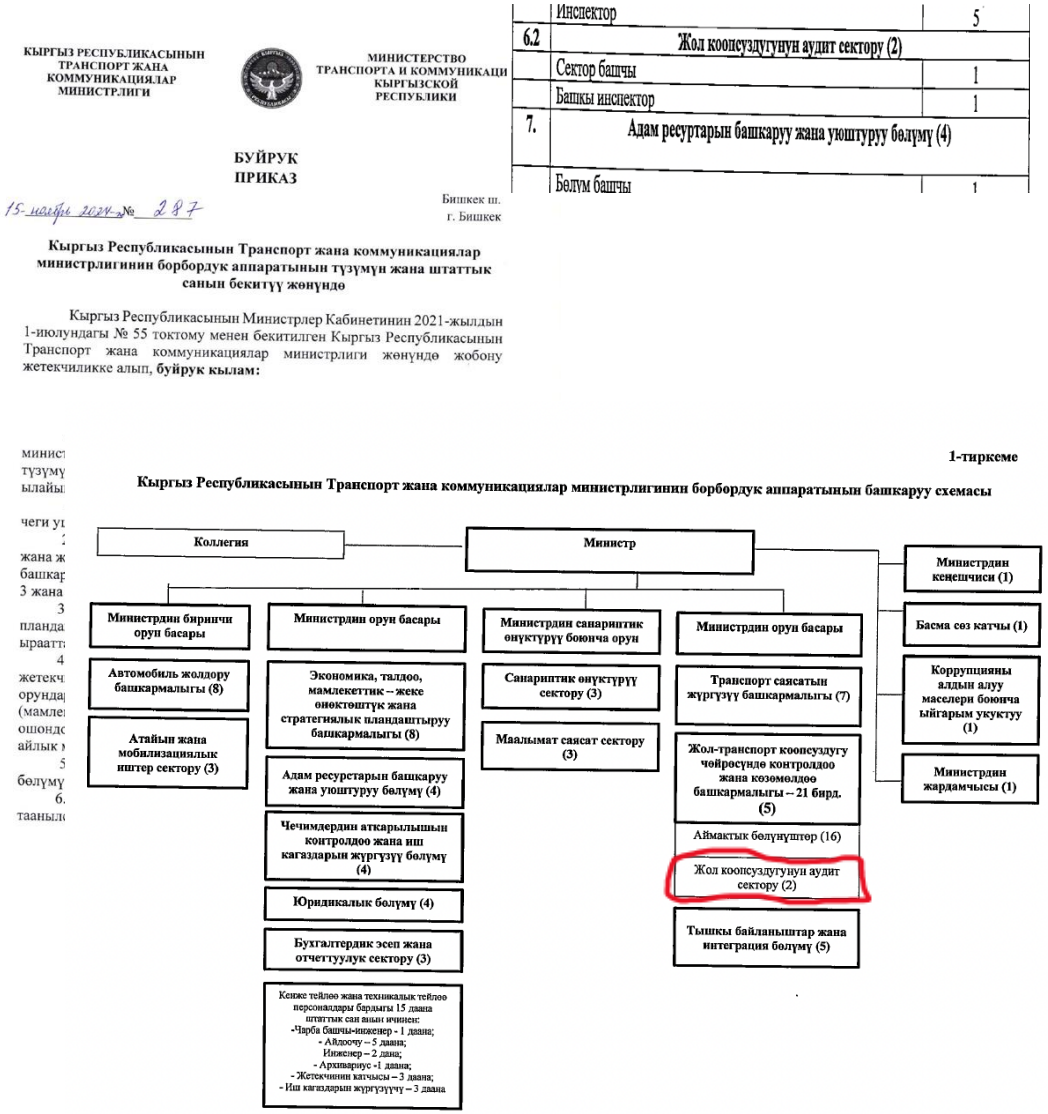
- Creation of accident data transmission systems and integration with enforcement tools.
- Adaptation of the Vision Zero strategy.
- Implementation of IT, including red light and speed cameras, WIM systems.
- Black spot management procedures and legal framework.
- Use of AI, GIS and automation in road safety planning and auditing.
- Strengthening institutional cooperation with EU institutions.

TASK 5. ESTABLISHMENT OF THE ROAD SAFETY AUDIT SECTOR AND DESIGNATION OF THE AUDIT ORGANIZATION (1)

- **The Road Safety Audit Sector under the Ministry of Transport and Communications of the Kyrgyz Republic was established on 12.2024 by the decree of the Minister of the Ministry of Transport and Communications of the Kyrgyz Republic and will be responsible for the formation and control of the implementation of the traffic safety policy, the analysis of statistics and the timely updating of legislation.**

- Up to 4 specialists will work in the newly created traffic safety sector, who will be equipped with all the necessary equipment: computers and tablets with special software, drones, cameras, devices for measuring speed and distance.

- To conduct road safety audits, analyze road accidents and identify dangerous road sections, by order of the Cabinet of Ministers and the decree of the Minister of the Ministry of Transport and Communications of the Kyrgyz Republic on 11.2024, the Center for Production and Innovation was created under the ITC.



КЫРГЫЗ РЕСПУБЛИКАСЫНЫН ТРАНСПОРТ ЖАНА КОММУНИКАЦИЯЛАР МИНИСТРЛИГИ

МИНИСТЕРСТВО ТРАНСПОРТА И КОММУНИКАЦИ КЫРГЫЗСКОЙ РЕСПУБЛИКИ

БУЙРУК
ПРИКАЗ

15 ноябрь 2024 № 287

Бишкек ш.
г. Бишкек

Кыргыз Республикасынын Транспорт жана коммуникациялар министрлигинин борбордук аппаратынын түзүмүн жана штаттык санын бекитүү жөнүндө

Кыргыз Республикасынын Министрлер Кабинетинин 2021-жылдын 1-июлундагы № 55 токтому менен бекитилген Кыргыз Республикасынын Транспорт жана коммуникациялар министрлиги жөнүндө жобону жетекчиликке алып, **буйрук кылам:**

	Инспектор	5
6.2	Жол коопсуздугунун аудит сектору (2)	
	Сектор башчы	1
	Башкы инспектор	1
7.	Адам ресурстарын башкаруу жана уюштуруу бөлүмү (4)	
	Бөлүм башчы	1

1-тиркеме

Кыргыз Республикасынын Транспорт жана коммуникациялар министрлигинин борбордук аппаратынын башкаруу схемасы

TASK 5. ESTABLISHMENT OF A ROAD SAFETY AUDIT SECTOR AND DESIGNATION OF AN AUDIT ORGANIZATION (2)

Following the adoption of the Cabinet resolution to conduct a Road Safety Audit (RSA), a team consisting of representatives from the newly established RSA unit, PiU and consultants conducted pilot RSAs on several key road sections:

- **Cholok –** Kemin section. M-11 Bishkek – Balykchi – KM 110–145 (variable boom)
- **Balykchy –** Cholpon-Ata section EM-09 – km 0–72
- **Kara-Balta –** Suusamyr section EM-04 Bishkek – Osh – km 55–70
- **Bishkek -** Kara Balta A2 Motorway – distance: approximately 64 km
- **Jeti -** Oguz Region A363 Motorway – Distance: Approximately 30 km
- **Balykchy -** Kochkor (Section 1) A365 Motorway – distance: approx. 43 km
- **Epkin -** Bashkugandy (Section 2) A367 Motorway – distance: approximately 70 km

In addition, during the design phase, road safety audits were carried out for several important sections of the Northern Bypass:

- **Almaty–Bishkek–Tashkent Roundabout –** 5 km (km 230–235)
- **Bishkek–Naryn–Torugart Roundabout –** 9 km (km 0–9)

These pilot audits provided hands-on experience for newly trained auditors and demonstrated the application of the RSA methodology in real-world settings across large national corridors.

КЫРГЫЗ РЕСПУБЛИКАСЫНЫН ТРАНСПОРТ ЖАНА КОММУНИКАЦИЯЛАР МИНИСТРЛИГИ

ЖОЛ ЖАНА ТРАНСПОРТ КООПСУЗДУК ЧӨЙРӨСҮНДӨ КОНТРОЛДОО ЖАНА КӨЗӨМӨЛДӨӨ БАШКАРМАЛЫГЫ

МИНИСТЕРСТВО ТРАНСПОРТА И КОММУНИКАЦИЙ КЫРГЫЗСКОЙ РЕСПУБЛИКИ

УПРАВЛЕНИЕ КОНТРОЛЯ И НАДЗОРА В СФЕРЕ ДОРОЖНО-ТРАНСПОРТНОЙ БЕЗОПАСНОСТИ

_____ № _____
На № _____ от _____

Азия өнүктүрүү банкынын долбоорлорун ишке ашыруу тобу

Башкармалык, МС Mobility Consultants консультативдик компаниясынын катынын негизинде, 5 жол аудитин жүргүзүү үчүн төмөндөгү 5 автомобиль жолдорун приоритеттүү деп билдирет:

1. Түндүк айланма жолу (долбоорлонууда), анын ичинен Алма-Ата-Бишкек-Ташкент а/ж - 5км (230,0-235,0км) жана Бишкек-Нарын-Торугарт а/ж – 9км (0,0-9,0км);
2. Түндүк-Түштүк альтернативдик жолу (долбоолонууда) 0,0-433,0км, анын ичинен Балыкчы-Кочкор а/ж (- км), Кочкор-Эпкин а/ж (- км);
3. Чолок-Боом а/ж (пайдалануда) - (- км);
4. Бишкек-Ош а/ж (пайдалануда), анын ичинен Бишкек-Талас а/ж - 5км (60,0-65км);
5. Балыкчы-Чолпон-Ата (курулууда) - 4км (77,0-81,0км)

Начальник Г.Ибраимова

TASK 6. INTRODUCTION OF THE ROAD SAFETY AUDIT COURSE IN KSTU (1)

- The responsible body for the training and certification of traffic safety auditors is KSTU (Kyrgyz State Technical University named after I. Razzakov)
- 7 teachers from KSTU were trained to independently conduct training courses for traffic safety auditors and in the future will conduct advanced training courses for road safety auditors
- **On October 30, 2024, the Academic Council of KSTU officially approved the Regulation on the training of auditors**
- Two training courses for road safety auditors were successfully held at the Kyrgyz State Technical University (KSTU)
- **As a result, 24 certified auditors were trained**
- Participants represented key institutions, including the Ministry of Transport and Communications, the Project Implementation Unit (PIU), the Design Institute, the traffic police, and KSTU faculty, among others
- The course consisted of 40 teaching hours.

И.Раззаков атындагы Кыргыз мамлекеттик техникалык университети

БИЛИМ БЕРҮҮНҮН САПАТЫН КАМСЫЗ КЫЛУУ СИСТЕМАСЫ

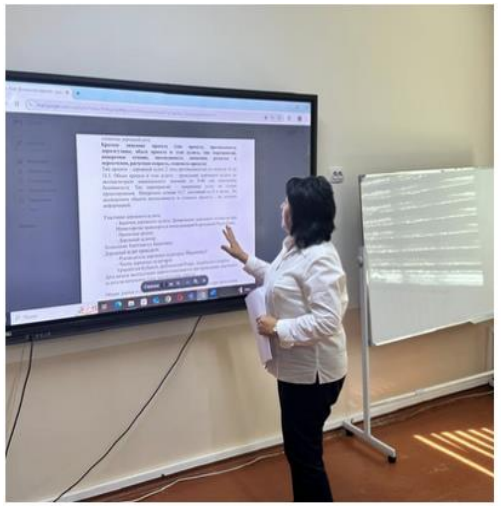
ДП 47 – 24

ЖАКТЫРЫЛДЫ
И. Раззаков атындагы КМТУнун Окумуштуулар Кенешинин отурумунда
Протокол № 3
«30» 10 2024-ж.

БЕКИТЕМИН
И. Раззаков атындагы КМТУнун ректору
Чыныбаев М.К.
2024-ж.

И.РАЗЗАКОВ АТЫНДАГЫ КМТУда ЖОЛ АУДИТОРЛОРУН ДАЯРДООНУН ТАЛАПТАРЫ ЖАНА ЖОЛ-ЖОБОЛОРУ ЖӨНҮНДӨ ЖОБО

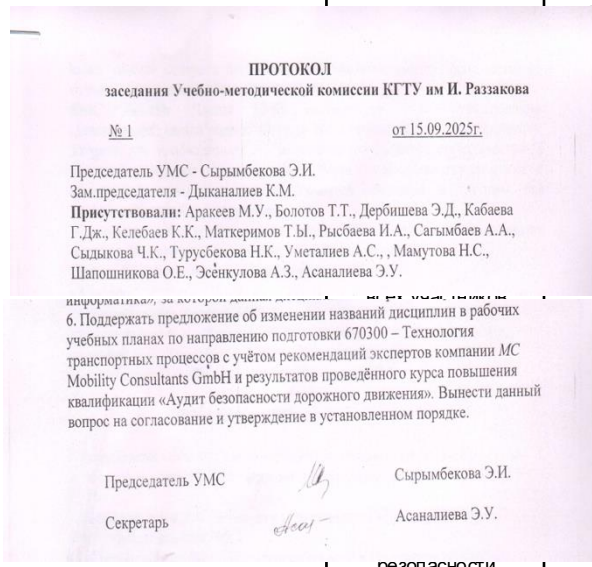
Утверждённый распоряжение научного совета, подписанный ректором КГТУ



Road Safety Audit Trainings (Practical and Theoretical Part) – Work on the Road Safety Audit Report after Site Visit and Certification

TASK 6. INTRODUCTION OF THE ROAD SAFETY AUDIT COURSE IN KSTU (2)

- Road Safety Audit (RSA) is now officially integrated into KSTU's Bachelor's and Master's degree curricula
- From September 2025, updated curricula for the modules "Road Business and Transport" will be introduced at KSTU, which will include lectures on the basics of road safety
- Study modules updated for the 2nd, 3rd and 4th years of the bachelor's degree
- Study modules updated for the 1st and 2nd years of the Master's program
- This decision was approved by the Academic and Methodological Commission of KSTU on September 15, 2025.
- The RSA training program (10 topics) and student lecture cards are fully developed and approved.
- The training course has been finalized to ensure that future engineers understand road safety audits as an integral part of essential infrastructure planning



ПРОТОКОЛ
заседания Учебно-методической комиссии КГТУ им И. Раззакова

№ 1 от 15.09.2025г.

Председатель УМС - Сырымбекова Э.И.
Зам.председателя - Дыканалиев К.М.
Присутствовали: Аракеев М.У., Болотов Т.Т., Дербишева Э.Д., Кабаева Г.Дж., Келебаев К.К., Маткеримов Т.Ы., Рысбаева И.А., Сагымбаев А.А., Сыдыкова Ч.К., Турусбекова Н.К., Уметалиев А.С., , Мамутова Н.С., Шапошникова О.Е., Эсенкулова А.З., Асаналиева Э.У.

информатика», за которой данные дисциплины

6. Поддержать предложение об изменении названий дисциплин в рабочих учебных планах по направлению подготовки 670300 – Технология транспортных процессов с учётом рекомендаций экспертов компании *MC Mobility Consultants GmbH* и результатов проведённого курса повышения квалификации «Аудит безопасности дорожного движения». Вынести данный вопрос на согласование и утверждение в установленном порядке.

Председатель УМС Сырымбекова Э.И.

Секретарь Асаналиева Э.У.

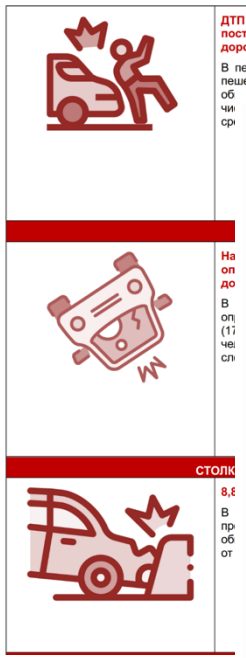
НАЗВАНИЕ	УЧЕБНЫЕ ЦЕЛИ
	• Понимайте основы безопасности на дорогах знакомьтесь с основными принципами основных стратегий и подходов к езопасности дорожного движения сознайте, как регулируется безопасность на дорогах в законе пределите основные аспекты статистики безопасности дорожного вижения и управления авариями
	бъяснение основных принципов подхода Safe System сознайте, как поведение участников движения влияет на безопасность орожного движения сознайте, как динамика транспортных средств влияет на безопасность орожного движения
	онимание основных принципов планирования дорожной сети ймите, как планируется дорожная инфраструктура для различных групп льзователей ыявлять риски безопасности и адаптации для уязвимых участников орожного движения
	онимание инженерных мер по безопасности дорожного движения, выбор принципы применения пределить эффективность инженерных мер по безопасности дорожного вижения найте, как планируется безопасность на дорогах на дорожных работах
безопасности дорожного движения	онимание основ ИТ-решений и его применения онимание основ анализа затрат и выгод при выборе инженерных мер по езопасности дорожного движения онимание основ методологии расчета стоимости жизни знакомьтесь с основами экономичных инвестиций в безопасность дорожного движения • Ознакомьтесь с методологиями проведения проверок безопасности дорожного движения
Сбор данных, анализ и управление безопасностью дорожного движения по авариям	• Понимание основ сбора и управления данными о авариях • Узнайте, как проводить аудиты по безопасности дорожного движения, проверки и идентификацию «чёрных пятен»
Контроль за безопасностью дорожного движения и социальные кампании	• Ознакомьтесь с мерами контроля безопасности на дорогах • Ознакомьтесь с типами нарушений правил дорожной безопасности • Узнайте, как социальные кампании влияют на безопасность дорожного движения
Инновации и будущее дорожной безопасности	• Узнайте, какие инновации предстоят в области безопасности дорожного движения и как это изменит ландшафт безопасности на дорогах • Изучите новые тенденции и инновации в области безопасности дорожного движения • Оценка роли технологий и автоматизации в будущих транспортных системах • Понимайте международные лучшие практики и стратегии типа Vision Zero

Sub-result 3: Application of safety technologies along the project roads

TASK 1. COLLISION RISK AND TECHNOLOGY COMPARISON (1)

- Conducted a thorough analysis of road accident data from various sources, including GUOBDD reports and Ministry of Health reports, to identify the main types of road accidents along the CAREC corridors.
- Each type of crash was studied to determine its frequency, factors and severity, which helped to identify the most pressing issues affecting road safety.
- In line with the objective of identifying effective technologies to reduce the likelihood and severity of road accidents, the consultants considered a number of technological solutions that could be applied to address the types of accidents identified.
- We analyzed the process of registering an accident and prepared recommendations for improvements.
- Compared Kyrgyzstan's road accident datasets and protocols with international CADAS and CADAS MINI standards and suggested improvements.

Переменная	CADaS	MINI-CADas	Кыргызская Республика
ДТП			
Идентификатор ДТП	✓	✓	✓
Дата ДТП	✓	✓	✓
Время ДТП	✓	✓	✓
Номенклатура территориальных единиц для статистики (НТЕС	✓	✓	
Местн админ едини			
Погод			
Услов			
Тип / Д			
Причи			



ДТП с пешеходами занимают второе место по числу погибших, пострадало и количеству ДТП и составляют 27 % от всех дорожных происшествий в Кыргызской Республике.

В период с 2014 по 2024 год произошло 6754 ДТП с участием пешеходов, в результате которых 1681 человек погибли (28,3 % от

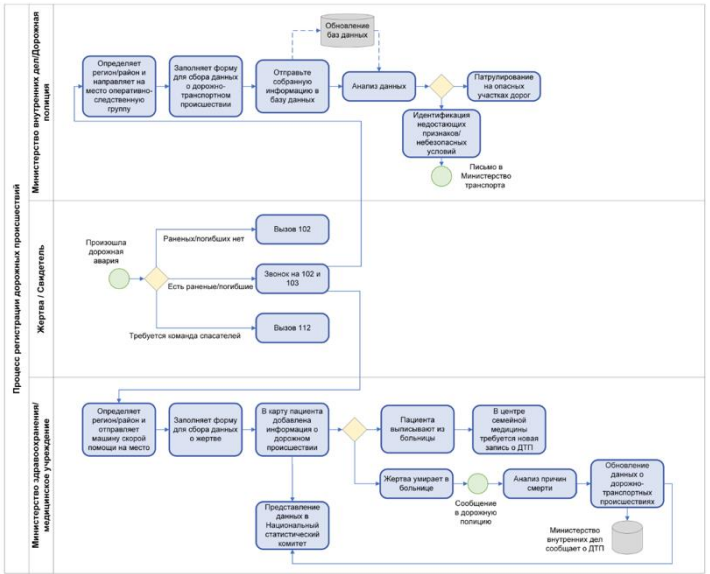
На оп до

В оп (17 че сл

СТОЛК

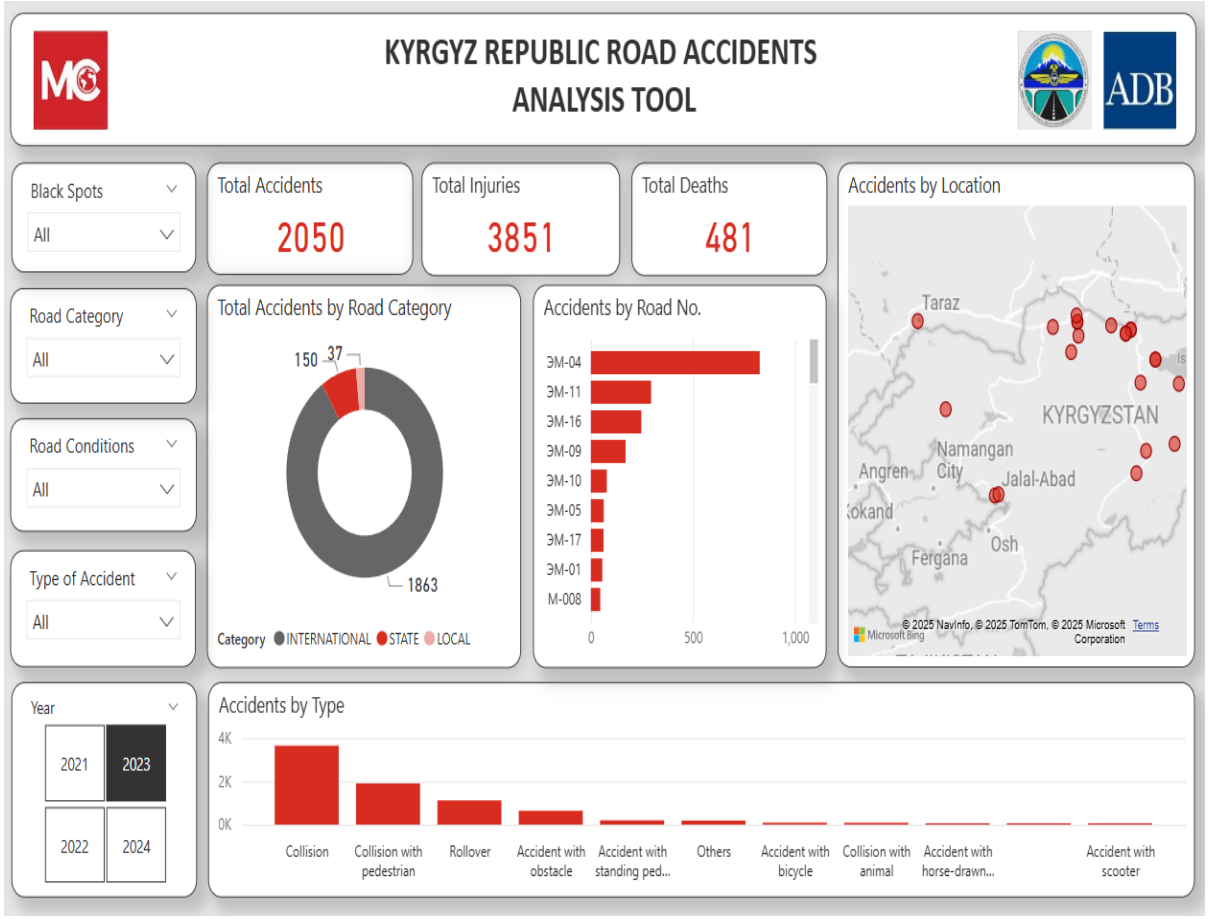
8,8

В пр об от



TASK 1. COLLISION RISK AND TECHNOLOGY COMPARISON (2)

- On open source platforms, an IT tool is being developed to automatically identify "Blackheads" every year.
- Road accident data from the Road Safety Database of the General Directorate of Road Safety are exported, consolidated and transferred to the newly established Road Accident Database under the Ministry of Transport and Transport.
- An accident analysis tool based on Power BI is being developed for ITC experts.
- The crash database will be merged with other ITC-owned databases/systems and will provide a more efficient decision-making process.
- An open map for visualizing road accidents is being developed, which will be available to the general public to inform about the places of "black spots" on the roads of Kyrgyzstan.



TASK 2. READINESS ASSESSMENT AND RECOMMENDATIONS

- Site inspections were conducted covering sections of roads rehabilitated under the CAREC Corridors 1 and 3 Connector Road Project (CRP) and CRP-AF.
- Based on this, recommendations were prepared for measures, changes in layout, design and other adjustments, which were presented to the client during or after the site visit.
- After on-site inspections, the client was provided with a report with the identified technologies and a preliminary cost estimate.
- It contains not only a description of the applicable measures, but also two sections:
- Recommendations for specific roads and exact locations for the application of measures
- A general catalog of recommended technologies applicable in the Kyrgyz Republic.
- More than 80 measures have been implemented.

1.1.4. Gateway treatments

Gateway treatments on roads involve design elements and features implemented at entry points to towns, cities, or specific zones to enhance road safety and create a sense of place. These treatments aim to improve the overall aesthetics, raise awareness, and encourage safe driving behavior.

WHERE MEASURE IS APPLIED

Cities Rural roads

Source: Adoption of the guidelines for the design and use of engineered road safety measures R ISEP 10[3]

TECHNOLOGY INDEX

Road safety level	Implementation cost	Implementation difficulty	Type(s) of road accident addressed

Collisions; Collision with standing vehicle; Pedestrian hit-and-runs; Collisions with bicycle

The technology also tackles the subsequent concerns: Prevention of Collisions, Speeding.

TECHNOLOGY KEY CRITERIA

Technology Description	Technology Benefits
Core application: The core application of gateway treatments in roads to increase road safety lies in their ability to serve as visual and psychological cues that encourage safer driving behavior and enhance overall road safety. Gateway treatments are typically deployed on two-lane roads that	**Improved Road Safety:** Gateway treatments can encourage safer driving behavior by signaling transitions, prompting drivers to adjust their speed, and increasing overall awareness, ultimately reducing the risk of accidents. **Traffic Calming:** The visual cues provided by

TASK 3. TECHNOLOGY ACQUISITION AND IMPLEMENTATION

One of the key steps towards institutionalizing and strengthening the capacity of the Road Safety Audit System (RSA) is to equip RSA with the necessary tools and equipment to conduct practical road safety audits.

The move will provide RSA with the technical capacity to conduct high-quality audits and field assessments across the country.

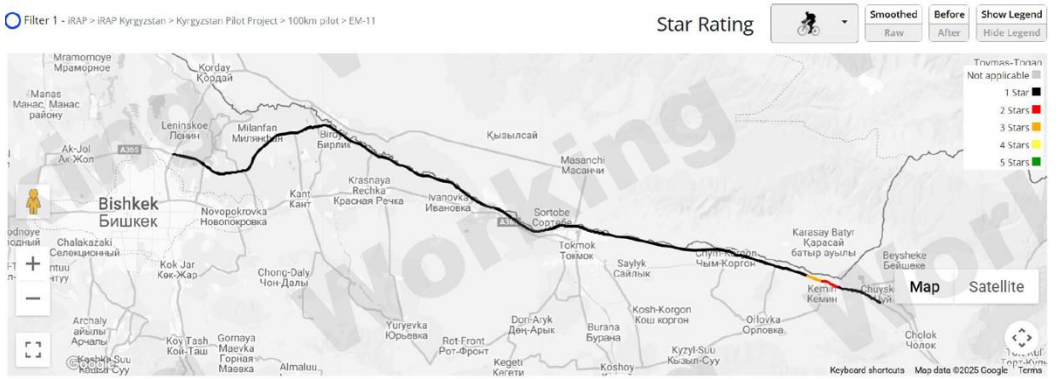
The following was purchased:

- Drone
- Interactive table
- Laptops
- Laser Meter
- Other Equipment

Additional tasks

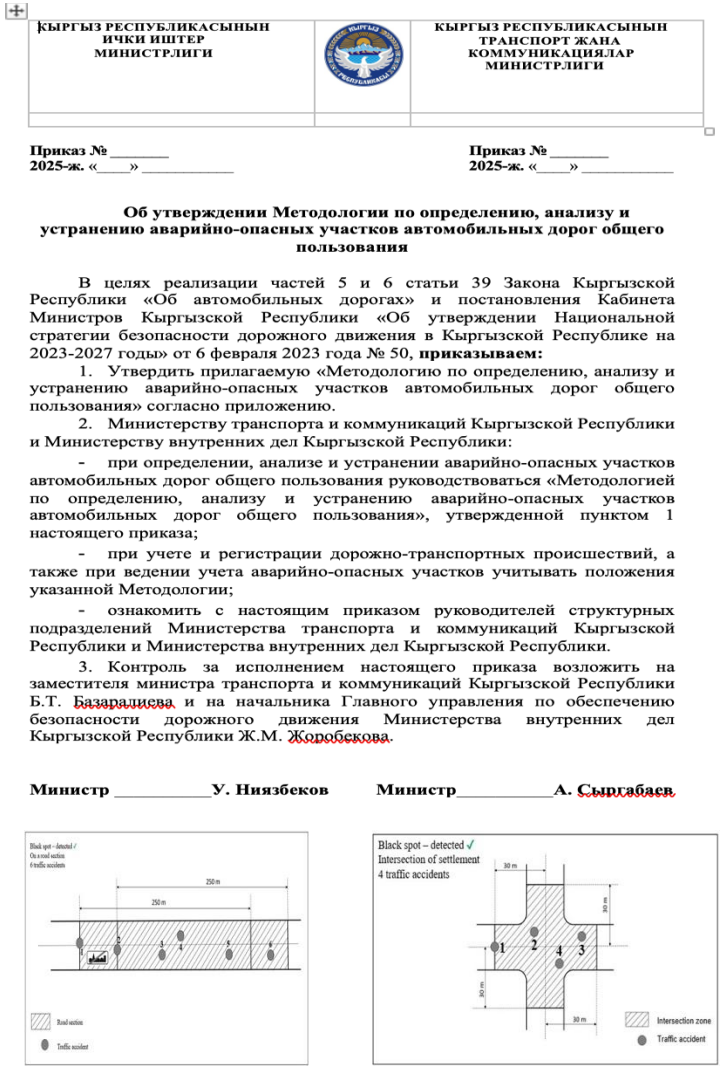
TASK 1. ROAD ASSESSMENT BASED ON THE IRAP PROCEDURE

- In November 2024, the consultant assessed a 100-kilometer section of the EM-011 road (Bishkek – Balykchi).
- Traffic data and other supporting information were collected to enable iRAP coding and analysis.
- An initial assessment was conducted using iRAP tools and preliminary results were obtained.
- A final iRAP workshop in collaboration with the iRAP Institute was held in November 2025 to present the final results and recommendations.



TASK 2. BLACK SPOT DETECTION METHODOLOGY AND BLACK SPOT MANAGEMENT GUIDELINES (BSMM)

- Another important achievement of the project was the development of the "Black Dots" methodology (areas prone to accidents).
- The methodology was approved by two ministers: the Minister of Transport and Communications and the Minister of the Interior.
- This methodology will provide a systematic approach to identifying, analyzing, and addressing hazardous road sections, significantly improving data-driven road safety management in the Kyrgyz Republic.
- "Black dots" for 2025 have been identified.
- In addition, protocols for more than 10% of identified blackheads have been prepared with recommendations for improvement.



КЫРГЫЗ РЕСПУБЛИКАСЫНЫН ИЧКИ ИШТЕР МИНИСТРЛИГИ

КЫРГЫЗ РЕСПУБЛИКАСЫНЫН ТРАНСПОРТ ЖАНА КОММУНИКАЦИЯЛАР МИНИСТРЛИГИ

Приказ № _____
2025-ж. «____» _____

Приказ № _____
2025-ж. «____» _____

Об утверждении Методологии по определению, анализу и устранению аварийно-опасных участков автомобильных дорог общего пользования

В целях реализации частей 5 и 6 статьи 39 Закона Кыргызской Республики «Об автомобильных дорогах» и постановления Кабинета Министров Кыргызской Республики «Об утверждении Национальной стратегии безопасности дорожного движения в Кыргызской Республике на 2023-2027 годы» от 6 февраля 2023 года № 50, **приказываем:**

1. Утвердить прилагаемую «Методологию по определению, анализу и устранению аварийно-опасных участков автомобильных дорог общего пользования» согласно приложению.

2. Министерству транспорта и коммуникаций Кыргызской Республики и Министерству внутренних дел Кыргызской Республики:

- при определении, анализе и устранении аварийно-опасных участков автомобильных дорог общего пользования руководствоваться «Методологией по определению, анализу и устранению аварийно-опасных участков автомобильных дорог общего пользования», утвержденной пунктом 1 настоящего приказа;
- при учете и регистрации дорожно-транспортных происшествий, а также при ведении учета аварийно-опасных участков учитывать положения указанной Методологии;
- ознакомить с настоящим приказом руководителей структурных подразделений Министерства транспорта и коммуникаций Кыргызской Республики и Министерства внутренних дел Кыргызской Республики.

3. Контроль за исполнением настоящего приказа возложить на заместителя министра транспорта и коммуникаций Кыргызской Республики Б.Т. Базарадиева и на начальника Главного управления по обеспечению безопасности дорожного движения Министерства внутренних дел Кыргызской Республики Ж.М. Жоробекова.

Министр _____ **У. Ниязбеков**

Министр _____ **А. Сыргабаев**

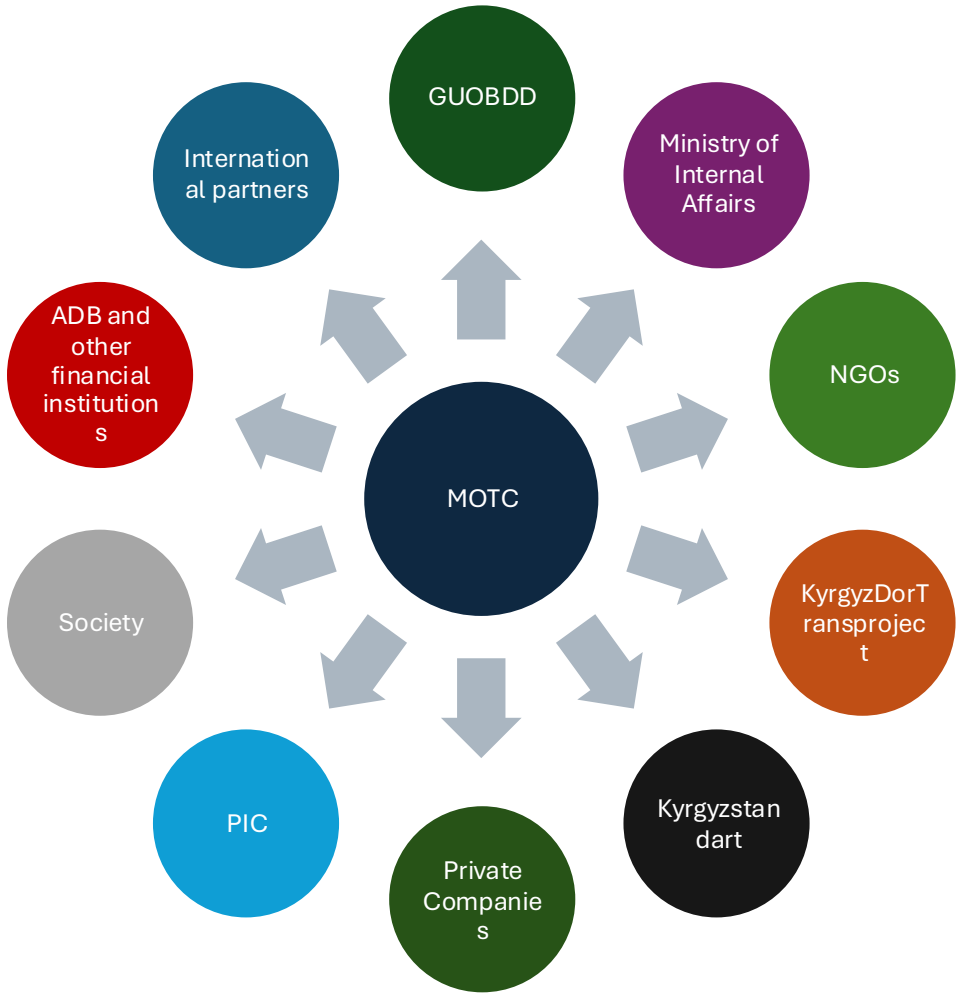
Осмотр на месте и подготовка протоколов Black Spot

Short Summary

MULTI-STAKEHOLDER COOPERATION AND CAPACITY-BUILDING ACTIVITIES

- During the implementation of the project, the Ministry of Transport and Communications of the Kyrgyz Republic, together with a consultant, established close cooperation between various stakeholders responsible for road safety: the Main Directorate for Road Safety, NGOs, various ministries, a design institute, etc.
- Cooperation was established through the organization of joint seminars, study tours, working meetings, etc.
- Collaboration between different stakeholders allows for closer interaction, a common understanding of the issues and a more professional decision-making process, data sharing, etc.
- In 2024, a study tour was organized for representatives of Kyrgyz organizations responsible for road safety to 3 European countries (Lithuania, Austria and the Netherlands) in order to learn about international best practices. The visit was very successful, not only in terms of learning from the experience, but also in terms of improving cooperation between agencies and developing a common vision for future action.

MOTC Road Safety Cooperation Partners in Kyrgyzstan



MAIN ACHIEVEMENTS

- Construction of new high-quality roads to support both local and international traffic
- A road safety audit system has been legislatively approved and implemented
- Methodology for identifying dangerous road sections approved
- Road Safety Audit Department established at the Ministry of Transport
- Road safety auditors certified
- Close cooperation between various organizations has begun
- The system for issuing driver's licenses and exams has been changed
- The use of cameras that record the use of seat belts has begun
- Drones are used to monitor and control traffic
- Close cooperation between the Ministry of Transport and the University has been strengthened
- Control over road users has been strengthened
- Active implementation of the video surveillance system for the security of the city has begun
- Other measures

THE MOST IMPORTANT THING!
ALL ACTIVITIES WILL LAY A SUSTAINABLE FOUNDATION FOR IMPROVING ROAD SAFETY IN THE NEAR FUTURE

THANK YOU

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Mobility Consultants

МИНИСТЕРСТВО ТРАНСПОРТА И КОММУНИКАЦИЙ КЫРГЫЗСКОЙ РЕСПУБЛИКИ