ROAD SAFETY REPORT CARD FOR THE CAREC REGION

JULY 2022

ASIAN DEVELOPMENT BANK
CAREC 2030 DEVELOPMENT EFFECTIVENESS REVIEW (2017–2020)
ROAD SAFETY REPORT CARD FOR THE CAREC REGION

JULY 2022
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<td>Asian Development Bank</td>
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<td>CAREC</td>
<td>Central Asia Regional Economic Cooperation</td>
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<td>HIC</td>
<td>high-income countries</td>
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<td>IMAR</td>
<td>Inner Mongolia Autonomous Region</td>
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<tr>
<td>iRAP</td>
<td>International Road Assessment Programme</td>
</tr>
<tr>
<td>km</td>
<td>kilometer</td>
</tr>
<tr>
<td>km/h</td>
<td>kilometer per hour</td>
</tr>
<tr>
<td>LMIC</td>
<td>low- and middle-income countries</td>
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<td>MIA</td>
<td>Ministry of Internal Affairs</td>
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<td>MoESD</td>
<td>Ministry of Economy and Sustainable Development</td>
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<td>MOT</td>
<td>Ministry of Transport</td>
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<td>MOTR</td>
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<td>Ministry of Public Works</td>
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<td>NCAP</td>
<td>New Car Assessment Program</td>
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<td>NFP</td>
<td>national focal point</td>
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<td>PRC</td>
<td>People’s Republic of China</td>
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<td>TPD</td>
<td>Transport Police Department</td>
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<td>Transport Sector Coordinating Committee</td>
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<td>World Forum for Harmonization of Vehicle Regulations</td>
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<td>XUAR</td>
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Introduction

Background

The technical assistance referred to in this report is part of Asian Development Bank (ADB) TA6591-REG: Enhancing Road Safety for Central Asia Regional Economic Cooperation (CAREC) Member Countries (Phase 2), which aims to equip CAREC member countries with the skills and knowledge to respond to road safety challenges and fulfill their commitments under the United Nations Sustainable Development Goals. The TA is in line with ADB's Strategy 2030, the CAREC Transport Strategy 2030, and ADB's operational plan for regional cooperation and integration 2019–2024 and will also help implement ADB's Safely Connected: A Regional Road Safety Strategy for CAREC Countries, 2017–2030.

The CAREC program is a partnership of 11 countries (Afghanistan, Azerbaijan, the People’s Republic of China [PRC], Georgia, Kazakhstan, the Kyrgyz Republic, Mongolia, Pakistan, Tajikistan, Turkmenistan, and Uzbekistan) supported by development partners working together to promote development through cooperation leading to accelerated growth and poverty reduction. ADB serves as the secretariat for CAREC.

Representatives from CAREC member countries participate annually in a Transport Sector Coordinating Committee meeting to (i) discuss and share experiences on trends and priorities in global and regional transport; (ii) review progress toward the implementation of the CAREC Transport Strategy 2030, focusing on recent developments in railways, road asset management, road safety, cross-border transport and aviation; and (iii) identify immediate and midterm actions for further implementation of CAREC Transport Strategy 2030.

Road crashes have been identified by the committee as a serious issue in CAREC countries, where traffic death rates in 2016 ranged from 8.7 to 18.2 per 100,000 population (see Figure). Since the lowest country death rate from road crashes was along 2.8 per 100,000 population and even as low as 2.0 in 2019, there is considerable scope for CAREC countries to improve their road safety performance by aligning with best practices.

Safely Connected: A Regional Road Safety Strategy for CAREC Countries, 2017–2030 (the CAREC Road Safety Strategy) includes a strategic framework for the regional road safety strategy to 2030, an action plan covering an initial 4-year period, and an overall target to reduce fatalities on CAREC road corridors by 50% by 2030 compared to 2010. The strategy aims to save 23,000 lives and avoid 250,000 serious injuries each year with an estimated total savings of $16 billion per year.1

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This report is a status update on the implementation of national road safety strategies and actions required to achieve the goals of the CAREC Road Safety Strategy.

Besides the action plan status update, this report includes a brief review of current practices in addressing road safety under the five pillars laid out in the CAREC Road Safety Strategy, setting out priority actions that need to be implemented by CAREC member countries, and collating case studies on good practices relevant to the CAREC road safety context. This will specifically explore governance, data collection, and road safety management which will feed into possibilities for assistance and funding under the Asia Pacific Road Safety Observatory, assistance from ADB, and other international financial institutions.

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**Figure: Estimated Road Traffic Fatalities in 2016 per 100,000 Population in CAREC Countries, Sweden, and the United Kingdom**

![Bar Chart: Fatalities per 100,000 population in CAREC Countries, Sweden, and the United Kingdom]

CAREC = Central Asia Regional Economic Cooperation; PRC = People’s Republic of China; UK = United Kingdom.


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**Overview and Purpose**

To align with international best practices in road safety strategy development and implementation, regular monitoring of the strategy and the action plan covering the initial 4-year period was mentioned as a key component in the CAREC Road Safety Strategy. It was approved to be undertaken annually as part of the regular meetings of the Transport Sector Coordinating Committee.

The objective of this report is to demonstrate the status of key road safety issues in each CAREC country, and progress against national policies, actions and targets in the CAREC Road Safety Action Plan.
The report aims to provide a reference source for each CAREC member country and key development partners to identify priorities, the resources needed, and possible actions to be taken to support those priorities.

The study has considered the following aspects in each CAREC country:

- Review of country-specific commitments under the CAREC Road Safety Strategy Action Plan, their implementation status, required next steps, and recommendations.
- Identification of the availability and appropriateness of national road safety policies, strategies, and targets.
- To the extent possible in a desktop study, determine whether national policies and strategies are funded, and the implementation status of such policy, strategy, and actions.
Approach and Methodology

Approach

Road safety performance and context can vary significantly between countries resulting in large differences in serious injury rates and characteristics, especially between high-income countries (HIC) and low- and middle-income countries (LMIC). In addition, it is easy to find significant local, regional, and national dissimilarities in road infrastructure, road user behavior, vehicle types and safety standards, levels of law enforcement, and speed limits.

While this variation helps explain differences in the overall safety performance between countries, it has commonly and incorrectly been used to dismiss the generalizability of proven road safety solutions, especially from HICs to LMICs. Most fundamental and universally applicable to road safety are the laws of physics, which determine the human biomechanical tolerance to crash forces and the relationship between injury risk and speed.

In developing road safety initiatives, policies, and programs it is imperative to accept evidence from elsewhere while simultaneously using local knowledge to prioritize interventions to most effectively address local road safety challenges.

The creation of a forgiving road transport system where road user errors do not result in serious injuries or death is the main objective of the “Safe System” approach to road safety. It was conceptualized in Sweden through the policy innovation of Vision Zero, an ethical imperative that fatalities and serious injuries are not an acceptable cost of transportation.

The Safe System approach puts a focus on critical elements that together can create a system where crash forces are kept below human tolerance levels. While safe roads, safe vehicles, safe road use, and safe speeds are most commonly considered to constitute the main pillars of the Safe System, institutional capacity and road safety management and post-crash care are now seen as equally essential to deliver good road safety performance. As the Safe System approach has proven to be more effective in reducing road fatalities and injuries, this report uses the framework of the critical elements to structure the assessment, including the following information where data is available:

Pillar 1: Road Safety Management

• Determination of the road safety management and government structures in place.
• Institutional arrangements for road safety including availability, funding, and effectiveness of lead agencies.

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• Identification of key road safety stakeholders and determination of the extent of their involvement in the implementation of road safety initiatives, including civil society organizations.
• Consultations to determine key stakeholder challenges and priorities, and general awareness and qualifications of public servants.
• Funding requirements and commitments for road safety, including projects and activities supported by ADB and other development organizations of all ongoing and recently completed projects incorporating road safety.
• Review of the availability and quality of road safety data including the effectiveness of data sharing arrangements among stakeholder countries.

Pillar 2: Safer Roads

• Road planning and design practices, including the extent of implementation of road safety audits.
• Appropriateness and implementation of national and regional road design standards to address road safety.
• Resources and capacity for implementing road safety remedial measures.
• Scope of International Road Assessment Programme (iRAP) assessments or other road safety assessment programs and how outputs are being used to improve road safety.
• Stakeholder views relating to safer roads, real or perceived barriers to improving road safety, and attitudes.

Pillar 3: Safer Vehicles

• Assessment of key regulations in place for vehicle inspection and maintenance, safety feature requirements, and standards.
• Assessment of key issues such as heavy vehicle overloading.

Pillar 4: Safer Road Users

• Assessment of road safety related legislation and its enforcement.
• Consultations with traffic police and other stakeholders related to road safety enforcement, what is being done to improve safety issues, and the nature of assistance or capacity development required.
• Determination of the level of understanding of general and specific deterrence principles.
• Assessment of driver licensing and training and any real or perceived issues or gaps.
• Assessment of consideration of vulnerable road users in traffic planning and in stakeholder views and understanding related to road safety issues.
• Assessment of road safety education and campaigns undertaken in the countries, and a high-level assessment of the understanding of road user risk.

Pillar 5: Post-Crash Care

• The availability of first responder services, and average response time.
• Key stakeholder priorities and needs related to health and emergency care services and response.
Methodology

To accurately investigate all areas, a comprehensive road safety capacity review is required for each country, something that was not within the scope of this report but which is reflected in the level of detail in the results.

Information to populate a knowledge product and a literature overview and information scan have been acquired through consultations with CAREC National Focal Points (NFPs) in each country, interviews with key stakeholders, assessments of documents and information provided by key country contacts including national road safety policies, targets and action plans, and country data.

The steps involved in gathering information were to (i) introduce the team by letter to the CAREC NFPs, (ii) send out questionnaires relating to the delivery of the action plan and assessment forms relating to road safety capacity, (iii) undertake interviews with key contacts and stakeholders in each country, (iv) review and compare with best practice and case studies, and (v) sort and compile the material.
Information Obtained from Each Country

The NFPs for each country were contacted via email from ADB personnel to inform them about the project aims and purpose together with a report card questionnaire.

This questionnaire included the country-specific commitments under the CAREC Road Safety Strategy, as listed in the action plan document, instructions for the NFP to fill in what had been acted on, and references to any outputs and documentation in relation to the actions. In addition to the questionnaire was an introduction to the project team and a note saying they would be contacted to provide further information.

Following the introductory email and questionnaire, the project team contacted the NFPs to schedule a time for an interview to discuss the CAREC Road Safety Strategy and actions. For some countries, additional signed letters of request were sent from ADB to the relevant ministry to seek approval to conduct the interviews.

Out of the 11 CAREC countries, six NFPs agreed to the interview. Interviews were undertaken between January and May in 2021. In the interview process, an assessment form was used as an interview template covering the areas of Road Safety Management, Safer Roads, Safer Vehicles, Safer Road Users, and Road Policing. The NFP was also asked to add to the forms any relevant information on their country.

Following the interview, three follow-up emails were sent to the NFP for each country to ask for the questionnaire and assessment form. The final results on the details of the information retrieved is presented in Table 1. Detailed information gathered and used for the assessment is summarized in the Appendix.

Table 1: Responses per CAREC Country

<table>
<thead>
<tr>
<th>Country</th>
<th>Interview undertaken</th>
<th>Report card questionnaire response</th>
<th>Details in the report card response</th>
<th>Assessment form response</th>
<th>Details in the assessment form response</th>
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<td>No</td>
<td>-</td>
<td>Yes</td>
<td>Detailed</td>
</tr>
<tr>
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<td>Yes</td>
<td>Somewhat detailed</td>
<td>Yes</td>
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<td>Mongolia</td>
<td>Yes</td>
<td>Yes</td>
<td>Detailed</td>
<td>Yes</td>
<td>Detailed</td>
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</table>

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Road Safety Assessment per Country

The information on each country is a compilation of data from interview notes, a literature overview, documentation provided by the ADB transport team, the CAREC NFPs for each country, and other international sources on road safety such as the World Health Organization (WHO) or the Global Road Safety Facility. Usually, the information provided by the NFP was not always possible to verify but was assumed to be accurate. Even though the key findings and recommendations from this report are somewhat general and applicable to a broad range of countries, the inability to control the information given—in combination with the lack of data and interviews with key country staff—is an additional limitation for generalizing the report findings to all CAREC countries.

Afghanistan

Since the 1960s, significant efforts have been directed at expanding and improving Afghanistan's roads. The emphasis has been to develop the Ring Road, a circumferential road extending from Kabul to Kunduz and Mazar-e-Sharif in the north, Herat in the west, Kandahar in the south, and from there back to Kabul, covering about 2,300 kilometers (km). The core network has grown from about 14,000 km in the early 1970s to about 26,000 km in 2018. During the same period, the share of paved roads increased from 15% to about 41%. Most regional and national roads have been paved, but years of conflict and neglect have reversed many of the gains made. Since 2002, when major reconstruction programs started, the government’s efforts, supported by the development community, have been geared toward reconstructing damaged or destroyed roads and rehabilitating roads that had fallen into disrepair.

The government identified three major challenges in ensuring the sustainability of its road assets: (i) weak institutional capacity of the responsible authorities, (ii) lack of an asset management system and, (iii) insufficient funding for operation and maintenance.

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The official reported number of road traffic fatalities in Afghanistan was 1,565 in 2016 and has been rather stable since 2010. However, Afghanistan was identified by WHO as a country without eligible death registration data and they estimated the number of fatalities was 5,230 in 2016. Therefore, 15.1 fatalities per 100,000 population.

Crash and injury data are collected separately from the police and hospitals, but the official road trauma statistics are reported by the Traffic Police Department.

**Road Safety Management, Road Safety Strategies, and Targets for Road Safety**

In terms of institutional arrangements, the Ministry of Public Works (MPW) and Ministry of Transport (MOT) are responsible for national highways, while municipalities and local governments are responsible for urban roads. For the investigation of road crashes, the General Directorate of Traffic Police, under the Ministry of Interior Affairs is responsible. MPW is solely responsible for the construction, operation, and maintenance of the regional, national, provincial, and district roads within Afghanistan. MPW is working on initiating a Directorate of Road Safety, which is being set up to undertake road safety audits during design, operation, and maintenance stages.

No agency is appointed as the lead for road safety and none of these agencies have any specific funds for road safety. There is also no ongoing collaboration or coordination around road safety among agencies.

Afghanistan has no quantified target for road safety, although the Road Sector Strategy 2019–2023 includes a target of “reducing the overall cost of crashes”. There is no specific strategy in road safety, however, road safety is mentioned as one key area in the road sector strategy.

It is acknowledged that road safety has received little attention over the past 15 years and that the current status of road safety is not well known. Some suggest that the MPW has never conducted road safety audits and does not have an adequate crash data collection and management system. Road safety planning, design or mitigation are nonexistent functions that require development.

MPW is planning to develop a national road safety strategy in line with the CAREC Road Safety Strategy and create a crash database to ensure adequate crash data collection and management for future improvement of the network. As part of the strategy, a nationwide road safety audit program is planned to be introduced to identify safety issues and safety is meant to become an essential part of all road engineering designs.

However, there is nothing to be seen in the report card in terms of executed actions in relation to the CAREC Road Safety Strategy. Some of the reasons for the lack of targets and actions reported to this project were

- unavailability of crash data due to low capacity of traffic police, unavailability of basic equipment and limited access to all areas of Afghanistan due to security issues;
- lack of focus on road safety in construction of new road projects; and
- unavailability of funds.

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9 WHO applies certain criteria to ascertain the quality of each country’s death registration data included in the Global Status Report on Road Safety 2018.
Safe Roads

Afghanistan applies the American Association of State Highway and Transportation Officials and American Concrete Institute design standards for new roads. However, it was reported that deviations from standards are frequent and that no general audits or no specific road safety audit processes are in place.

The Afghanistan road network comprises urban roads (speed limit 50 kilometers per hour [km/h]), national highways, provincial roads, and district roads. Most district roads are gravel or dirt. For the most part, roads are two-lane, two-way roads with a speed limit of 90 km/h regardless of road category. National highways are described as sealed roads with some shoulders but without roadside barriers. The lack of safety standards and the systematic risks throughout the Strategic Road Network of Afghanistan were reported to result in two very common crash types, head-on crashes and run-off-the-road crashes, especially on sharp curves.

Currently, there are no road safety improvement programs in place and no funding available for such programs. Also, no road assessments have been undertaken and no road assessment programs such as International Road Assessment Programme (iRAP) are working in the country.

Safe Vehicles

According to WHO, Afghanistan had around 650,000 registered motor vehicles in 2013, of which 400,000 were light vehicles, 100,000 heavy vehicles, and 150,000 “other types” of vehicles (footnote 2).

There are no vehicle safety standards applied as per the United Nations Economic Commission for Europe World Forum for Harmonization of Vehicle Regulations (UNECE WP.29). It is, however, not allowed to import passenger cars older than 10 years.

Previously, heavy vehicles were allowed to carry loads up to 58.5 tons (gross vehicle weight) for six axle vehicles but according to the new regulation, the maximum gross vehicle weight is restricted to 44 tons. Still, many vehicles are reported to be overloaded. Weigh stations to address overloading are present at the customs area on the national border but not within the country.

There are also limited requirements for mechanical inspection of vehicles before licensing to ensure the mechanical soundness of vehicles using the roads according to the road sector strategy.

Safer Road Users and Road Policing

Legal regulations concerning key risk factors in road traffic

The legal regulations concerning the key risk factors in road traffic in Afghanistan are described below.

The use of a seat belt is recommended if the vehicle has a seat belt but it is not compulsory by law. There are no rules governing the use of child restraint systems.

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Results

Both motorcyclists and passengers are required to use helmets, but there is no specific technical standard for motorcycle helmets. There was a discrepancy between information obtained from Afghani representatives during the interviews and the WHO Global Status Report on Road Safety 2018, which showed that Afghanistan does not have national regulations regarding the use of helmets. There are no regulations governing alcohol or drug use related to driving, as alcohol and drug use are prohibited by law in Afghanistan.

There are no regulations prohibiting the use of mobile phones while driving.

**Driver training and examination system**
Requirements for candidate drivers are simple. For candidates for a motorcycle driving license and vehicles weighing less than 3.5 tons, a practical test is required, preceded by a 2-week course organized by the General Directorate of Traffic Police (GDTP). The minimum age is 18. To drive vehicles over 3.5 tons, it is enough to have 1 year of experience driving light vehicles. After finishing the course, a candidate must take a driving test organized by the GDTP.

**Structure and organization of the road police**
Traffic police are under the GDTP, Ministry of Interior Affairs (MoIA). GDTP has a Traffic Department in every province under the provincial police department. Only GDTP enforces traffic laws. There are no other traffic enforcement agencies.

The traffic police numbers are approximately 3,300 police officers in 34 provinces.

**Cooperation with international organizations and foreign road police and law enforcement agencies**
The traffic police forces in Afghanistan have not been included in international training and capacity building programs. Thus, they did not have the opportunity to learn about good international practices regarding road policing activities and the principles of general and specific deterrence.

**Road safety and/or road policing strategy**
In Afghanistan, there is no adopted national strategy to improve road safety. The police have also failed to develop their road policing strategy. Systems and methodologies for collecting data on the effects of police actions in terms of improving road safety have not been developed or implemented.

The police have not developed short- or long-term action plans. The objectives and indicators for measuring the effectiveness of police activities have not been defined, which results from poorly developed systems of data collection and analysis.

The traffic police do not have procedures related to the enforcement of regulations. The interviews also revealed that the traffic police are not equipped with the necessary control equipment, for example radar guns or speed cameras, to enable them to identify vehicles that exceed the speed limit.

**System of penalties**
No detailed description of the system of imposing penalties and their enforcement was obtained.
Post-Crash Care

Afghanistan has a single national emergency care access number; however, availability of emergency services to attend to crash victims is limited. There is no trauma registry in place, no formal certification for prehospital providers, and no assessment of the emergency care systems (WHO, 2018) (footnote 2).

Other Issues and Opportunities

Addressing road safety issues in Afghanistan was reported to be challenged by lack of adequate crash data, road audits, tools, and funds required to assess and mitigate hazardous and high-risk roads. Further complicating the road safety issues is the need for substantial public involvement, availability of emergency services to attend to crash victims, implementation of seat belt laws, and enforcement of traffic rules.

It was reported that even though MOT has been setting up a Directorate of Road Safety, they suffer from lack of funding to undertake the planned activities such as road safety auditing.

Gaps in legislation were also reported as a major challenge as the road traffic legislation has been unchanged since 1965.

Other priorities identified throughout the work were capacity building and funding in all key areas of road safety but especially within road policing, which was identified as a key priority.

Commitments under the CAREC Road Safety Strategy

In terms of commitments under the CAREC Road Safety Strategy, little progress has been reported.

PILLAR 1–Road Safety Management: No progress reported.

PILLAR 2–Safer Roads: Only one action had partly been delivered, which is related to safety requirements at road construction sites funded by ADB and the World Bank.

PILLAR 3–Safer Vehicles: Only one action was partly done relating to weight control of commercial vehicles.

PILLAR 4–Safer Road Users: No progress reported.

PILLAR 5–Post-Crash Care: No progress reported.

Recommendations

- Create a crash database for key road safety partners to ensure adequate crash data collection and management and enable evidence-based action planning.
- Appoint a lead agency for road safety and establish a national road safety committee for coordination and collaboration.
- Secure funds for road safety activities.
• Develop a national road safety strategy including fatality reduction targets and align commitments with the CAREC Road Safety Strategy.
• Establish a process to ensure road safety in construction of new projects, including the availability of road design guidelines and road safety audits.
• Establish a road star rating program followed by a road safety improvement program.
• Apply key vehicle safety standards as per UNECE WP.29.
• Review and strengthen the requirement for periodic mechanical inspection of vehicles,
• Implement laws mandating seat belt and child restraint systems.
• Establish a comprehensive long term road policing capacity building program that systematically addresses these areas:
  > Road policing management and leadership
  > General and specific deterrence principles
  > Enforcement tactics, prioritizing activities, data analysis, and recording
  > Coordination of activities between agencies
  > Crash investigation and reporting processes
  > Standard operating procedures, including staff, public health and safety considerations
  > Road policing equipment\footnote{11}
  > Capacity building for police to effectively prevent\footnote{12}
    – excessive speed
    – non use of seat belts and child restraints
    – non use of motorcycle helmets

**Azerbaijan**

The non-urban road network in Azerbaijan comprises about 25,000 km of roads consisting of 7,000 km of state roads and 18,000 km of municipal roads. The network is dominated by two major highways, the East-West highway linking the country’s capital, Baku, to the Georgian border and the north–south highway running from the Russian Federation border to the Iranian border through Baku. About 51% of the roads are sealed and 49% are unsealed. Around 60% of the road network is reported to be in poor condition.\footnote{13}

Road safety is reported to be a serious problem. Poor road conditions, unsafe driving behavior, and ineffective enforcement of traffic laws and regulations are reported to be major contributing factors.

Azerbaijan is one CAREC country considered by WHO to have good death registration data. The State Road Police in Azerbaijan reported 759 road traffic fatalities in 2016, while WHO estimated the number to be 845 fatalities, or 8.7 fatalities per 100,000 population. This follows a downward trend since 2012 when the estimated fatality rate was above 12 fatalities per 100,000 population.

Light vehicle occupants account for more than half of all road traffic fatalities while pedestrians make up a little more than 40%. Heavy vehicle occupants together with motorcyclists and bicyclists make up around 5% of all fatalities (footnote 2).

\footnote{11}{There is a need to support the Afghan police with speed measuring equipment.}
\footnote{12}{It is essential to ensure that relevant laws and regulations are in place to enable effective and efficient enforcement.}
\footnote{13}{Asian Development Bank. 2018. Sector assessment (summary): Transport.}
Road Safety Management, Road Safety Strategies, and Targets for Road Safety

The coordination of road safety is carried out by a Road Safety Commission under the Cabinet of Ministers. Similar structures also function under the heads of the executive authorities of cities and regions of Azerbaijan. The duties and functions of the commission determined by the charter of the Road Safety Commission are as follows:

- Decides on temporary restrictions or prohibitions of traffic on roads of state importance.
- Makes proposals on the use of funds allocated for road safety and, if necessary, monitors their implementation.
- Prepares the draft of the state program on road safety and ensures its implementation.
- Coordinates road safety activities.
- Prepares proposals for the improvement of road safety legislation.

Acting as chair of the commission is the deputy prime minister of the Republic of Azerbaijan and the deputy chair of the commission is chief of the Main State Traffic Police Department of the Ministry of Internal Affairs (MIA). According to the material provided, the State Program on Road Safety in the Republic of Azerbaijan for 2019–2023 and the action plan for implementing this program were approved by the Decree of the President of the Republic of Azerbaijan No. 852 in December 2018.

The main objectives of the state program were as follows:

- Improving road safety management.
- Creation of an effective financial system to ensure road safety.
- Application of modern innovative methods in road safety.
- Development of an appropriate mobility strategy that ensures efficient, safe, and comfortable movement of all road users in the road transport network.
- Coordination and improvement of rescue, emergency, and urgent medical care during and after a crash.
- Ensuring public participation in road safety.
- Improving awareness in road safety.
- Increasing the culture of traffic and transport use.

The activities of the CAREC Regional Strategy on Road Safety that should have been assessed are planned to be continued.

According to the State Program on Road Safety in the Republic of Azerbaijan for 2019–2023, the following goals are expected to be achieved by the end of 2023 compared to 2013–2017:

- 30% reduction in the number of deaths in traffic crashes,
- 30% reduction in the number of people whose health was seriously or slightly injured in traffic crashes,
- 30% reduction in the total number of traffic crashes, and
- 50% reduction in child deaths in traffic crashes.
Safe Roads

Speed limits are typically 60 km/h on urban roads, 90 km/h on rural roads, and 110 km/h on motorways.

According to the material provided, all work on the design, construction, reconstruction, and repair of highways in Azerbaijan is carried out in accordance with the requirements of international standards and rules and regulations on road safety.

The standards of the American Association of State Highway and Transportation Officials, the American Society for Testing and Materials, and the German Institute for Standardization (Deutsches Institut für Normung) are used in road projects. The main legal document for the design of automobile roads is SNIP 2.05.02-85, which represents the geometric parameters and includes construction norms and rules. Amendments were made to the Decision of the Government of the Republic of Azerbaijan No. 319 dated 22 July 2019 On Approval of the Rules of Inspection, Verification and Testing During Design, Construction, Reconstruction, Repair and Acceptance of Roads, and based on traffic intensity and width. An updated functional road classification has also been adopted.

Online training on Applied Design in the Field of Road Safety was organized by ADB, Asia-Pacific Road Safety Observatory and the International Organization on Road Safety and undertaken in June and August 2020.

The project team could not find any evidence for road improvement programs or funding for the like. Star ratings and assessments of existing roads are reported to be done but only one road is registered to have been rated on the iRAP website.

Safe Vehicles

The rate of motorization is growing rapidly. The vehicle fleet numbered about 983,000 and as of 2016, Azerbaijan had 1.3 million registered motor vehicles, of which 1.1 million were light vehicles and 170,000 were heavy vehicles. No vehicle safety standards as per UNECE WP.29 are applied (footnote 2).

A technical examination of vehicles is conducted every second year for all types, brands and models of motor vehicles with an engine capacity of 50 cubic meters or more and a maximum design speed of more than 50 km/h.

Sports cars used for racing, buses, trucks with a maximum permissible weight of more than 3.5 tons, and cars with a special technical safety certificate for transportation of dangerous goods are inspected once a year.

Heavy vehicle overloading is being addressed by using automated weigh stations where overloaded vehicles are automatically detected and fined within the road policing electronic system.

Another initiative taken by the government in the first half of 2021 is the development and implementation of a vehicle recycling program. It is aimed to improve road safety and the environment, and to encourage local automobile manufacturing to ensure the disposal of outdated, technically unsafe, and environmentally unsuitable vehicles.
Safer Road Users and Road Policing

**Legal regulations concerning key risk factors in road traffic**

The provisions of the Law on Road Traffic of the Republic of Azerbaijan define the traffic rules, conditions for the use of roads and vehicles, and the obligations of road users. They specify requirements for maintaining appropriate speed limits, using seat belts and child restraint devices, and the requirement to use a helmet when traveling by motorcycle.

The driver is required to not exceed the speed limit and maintain control of the vehicle, taking into account the traffic conditions, in particular road condition and visibility, vehicle condition and load, weather conditions, and traffic intensity. When driving a car equipped with seat belts provided for by design, it is required to use them. The driver is also obliged to make sure that passengers fasten their seat belts, with exceptions for children under 12, drivers driving in reverse, pregnant women, people teaching someone to drive if the vehicle is driven by a person learning to drive and in urban areas to drivers and passengers of utility vehicles. Child restraint systems are only required for children under 12 years seated in the front (footnote 2).

When riding a motorcycle, both rider and passengers must wear helmets and ensure that the helmet is properly fastened.

The law prohibits driving when the driver is sick, depressed, fatigued, or under the influence of alcohol, drugs or other strong substances that endanger traffic safety, or under the influence of conditions that might reduce attention and reaction time. There is no alcohol limit based on blood alcohol concentration.

The legislation allows random breathalyzer tests to be carried out. At the request of the officers of the relevant executive body of the Republic of Azerbaijan, the driver may be examined to check their state of intoxication caused by alcohol, narcotic drugs, psychotropic substances and their equivalents, or other strong substances.

A driver may be medically examined to establish his or her fitness to drive.

**Driver training and examination system**

The driving license system is based on training and practical and theoretical examination of candidates. In addition to a positive result on the exam, to obtain a driving license for a given category, the appropriate age is required and, in the case of buses and trucks, prior experience in driving lighter tonnage vehicles. As per national legislation, any individual has the right to drive vehicles within the territory of the Republic of Azerbaijan if he or she has reached the age specified for each category, whose health condition is suitable to drive, knows the traffic rules, has driving skills, and has a driver’s license.

Below are the age and experience requirements for each license category:

- Motorcycle with an outboard motor, a moped or a vehicle of category A1—from the age of 16,
- Vehicles in categories A, B, B1, C, C1 (motorcycles, vehicles < 3.5t, trucks)—from the age of 18,
- Vehicles of categories CE—from the age of 21,
- Vehicles of category D (trams and trolleybuses)—from the age of 23, and
- Vehicles of category DE—from the age of 26 (up to 65 years, with the condition of work experience of at least 3 years driving vehicles of category D).
Structure and organization of the road police
Enforcement to ensure traffic safety on the roads is carried out by officers of the Department of the State Traffic Police of the MIA.

The structure of the Department of the State Traffic Police of the MIA includes the Registration and Examination Department, the Traffic Police Regiment and departments for Traffic Police, Information and Search, Agitation and Public Relations, Auto Technical Supervision, the Central Information Service, Traffic Management, Organizational and Inspection, and Diagnostic Centre and Specialized Design and Production Management.

Controls for road safety on highways throughout the country are carried out by officers of the relevant executive authority at stationary and other posts with the help of vehicles equipped with special equipment or tools for technical control.

Cooperation with international organizations and foreign road police or law enforcement agencies
Over the past 10 years, the Department of the State Traffic Police of the MIA regularly cooperated with the traffic police in Belarus, the Russian Federation, and Turkey, and participated in international events on road safety in Georgia, India, Italy, Malaysia, Serbia, Sweden, Switzerland, Thailand, and other countries.

Road safety and road policing strategy and tactics
The traffic police have implemented an enforcement strategy based on the State Program on Road Safety for 2019–2023. The road safety strategy was based on traffic crash data received from officers or available from other sources. A single electronic analytical database on traffic crashes is being completed.

There are no standard operating procedures available for enforcement actions. Only general terms of traffic control were provided during the assessment. Traffic control takes place on designated control posts (check points). The police officer must give the signal to stop in a visible and understandable way to the driver. At the request of the officers of the relevant executive authority, the driver may be examined to check his/her state of intoxication caused by alcohol, narcotic drugs or psychotropic substances.

If the driver ignores the request to stop the vehicle, information about the time, place, and nature of the violation, brand, color, direction of movement, the number of the state registration plate of the vehicle, and other special signs are transmitted to other officers of the relevant executive body, and then an appropriate written report is prepared. If the actions of a driver who does not stop the vehicle pose a real threat to human life and health, the vehicle can be pursued by officers observing safety conditions and giving notification to a senior official of the competent executive authority. If there is no other way to stop the vehicle, force can be used.

Police have fixed and mobile radars. To conduct drunk-driving operations, police use breathalyzers. To check the technical condition of vehicles, police use exhaust gas analyzers and sound level meters.

System of penalties
Payment of fines is carried out exclusively by banking systems with no cash payments. The amount for fines is strictly prescribed for each offense and there is no minimum–maximum range.
According to the legislation, from the date of a valid administrative fine, the driver must pay it within 30 working days. If the payment is not made during this time, then a penalty will be charged for each day the payment is overdue (2% of the fine amount per day).

If the fine is not paid within 2 months, a decision is made to impound the car. In this case, the vehicle will be stopped by the police and sent to a secured area.

In the case of failure to pay the fine within 3 months, more severe penalties will be applied, including suspension of the driver’s license for up to 6 months.

Additionally, a system of penalty points has been adopted. If drivers score 20 or more points during the year, their license is suspended for 6 months.

**Post-Crash Care**

Azerbaijan has a single national emergency care access number and a national trauma register. However, there is no formal certification for prehospital providers or assessment of the emergency care systems (footnote 2).

**Other Issues and Opportunities**

No interviews or direct contacts were possible with any representative from the government. Hence, we could not verify the information given or seek their views on road safety issues or opportunities.

**Commitments under the CAREC Road Safety Strategy**

The NFP of Azerbaijan was informed by government officials that the report card questionnaire could not be filled in and returned for reasons unknown to the project team. Hence, no assessment of the progress regarding the commitments under the CAREC Road Safety Strategy could be undertaken.

**Recommendations**

The assessment shows that many of the institutional arrangements seem to be in place and that initiatives are taken to implement road safety strategies and action plans and targets. However, no information has been given to enable the assessment of these activities.

- Establish a comprehensive long-term road policing capacity building program that systematically addresses these areas:
  - Road policing management and leadership
  - General and specific deterrence principles
  - Standard operating procedures, including staff and public health and safety considerations
  - Data analysis and recording
  - Crash investigation and reporting processes
- Establish a road star-rating program followed by a road safety improvement program.
Georgia

Georgia’s road network totals about 22,000 km including 1,600 km of international, 5,300 km of secondary, and 15,000 km of local roads. There are two major international corridors, the East–West Corridor, which extends about 480 km from the Azerbaijan border to the Turkish border, and the North–South Corridor, which extends 220 km from the Russian Federation border to the Armenian border.

Improving the quality of the road network has been identified as one of the largest challenges facing Georgia’s transport sector. Georgia was admitted to the CAREC program in 2016, and the East–West highway is now an integral part of the six key CAREC corridors that provide the shortest transit link connecting Central Asia with Europe and East Asia.

While most of Georgia’s international roads (85%) are reported to be in good or fair condition, some 40% of the secondary roads and 60% of the local roads are in poor condition. Many secondary and local roads link major agricultural hubs and tourist attractions. Given the significant regional disparities in Georgia, improving the road network collector and feeder links is essential to prevent further isolation of rural communities, strengthen domestic trade, and expand opportunities for more inclusive growth.

Georgia is considered by WHO to have good death registration data. The road traffic fatality rate declined from 16.8 fatalities per 100,000 population in 2010 to 15.3 fatalities per 100,000 population in 2016 (footnote 2). Despite the improvement, this is still high, and road safety remains a concern.

Road Safety Management, Road Safety Strategies, and Targets for Road Safety

According to the National Road Safety Strategy of Georgia, six government agencies are responsible for road safety (Ministry of Economy and Sustainable Development; Ministry of Internal Affairs; Ministry of Internally Displaced Persons from the Occupied Territories, Labor, Health and Social Affairs; Ministry of Education, Science, Culture and Sport; Ministry of Regional Development and Infrastructure; and Tbilisi City Hall).

The Ministry of Economy and Sustainable Development of Georgia (MoESD) was identified as the coordinating agency for implementing the activities in the National Road Safety Strategy. The Road Safety Inter-Agency Commission and Working Group were established in October 2016. The commission is represented at the ministerial level and chaired by the deputy minister of MoESD. The working group is chaired by the deputy head of Transport and Logistics Development Policy Department of MoESD.

In Georgia, road safety activities are mainly funded by the state budget and by international financial institutions. There are no dedicated funds or annual budgets related to road safety.

In 2015, the government enacted the revised Law on Road Traffic that included road safety amendments. The government later approved a National Road Safety Strategy in 2016, which ended in 2020 and included action plans for 2017, 2018, 2019, and 2020. A new national road safety strategy is under development for 2021–2025.
In addition to a target of reducing the number of fatalities and serious injuries by 25% by 2025, the new strategy sets separate objectives for strengthening the road safety management component which envisages further development and strengthening the road safety lead agency and its mandate.

**Safe Roads**

Speed limits in Georgia are typically 50 km/h in urban areas, 80–90 km/h on state roads, and 110 km/h on highways. Road design standards are described in the Georgian National Standard of Public Motor Roads, Geometrical and Structural Requirements, which was adopted in 2009. It includes road safety and the report card questionnaire suggests that it includes safety for all road users.

Road safety audits are reported to be standard in new road construction and road improvement projects and an inspection is carried out at the initial stage whereafter an inspection report is prepared. If the road safety audit identifies improvement measures which are not included in the original project plan, a complementary project will be developed to implement the recommended safety interventions.

There are different on going road safety programs in Georgia. According to the findings of this study, every year planning and direct implementation of road safety improvement works are conducted.

In 2019–2020, a star–rating pilot with iRAP was carried out assessing the international and secondary roads of one region. Road assessment with iRAP is currently being undertaken in a second selected region on selected road sections. According to the sector assessment, road safety investment planning and performance-tracking systems are being developed following iRAP’s approaches and methodologies.

**Safe Vehicles**

Georgia had 1.1 million vehicles registered in 2016, of which 900,000 were light vehicles and 145,000 were heavy vehicles, including buses. No vehicle safety standards as per UNECE WP.29 are applied (footnote 2). However, in a new set of reforms, the government intends to implement the 1958 agreement concerning the Adoption of Harmonized Technical United Nations Regulations for vehicles, equipment, and parts which can be fitted or used on vehicles. Implementing this agreement will influence the regulation of the safety and technical standards of vehicles and vehicle fleets as well the standards and rules of production and registration. An important focus is further improvement of the general technical inspection system including enhancing the skills and technical knowledge of the inspectors and other areas of the system.

In recent years, several acts have been introduced in Georgian legislation regarding vehicle inspection and maintenance. One is the technical regulation on periodic technical inspection of vehicles and trailers and another is the technical regulation on the timing of periodic inspections of different categories of vehicles. These legislative acts are based on EU directive 2009/40/EC on roadworthiness tests for motor vehicles and their trailers. In addition, several new rounds of amendments have been introduced which are modeled on the 2014/45/EC directive on roadworthiness tests for motor vehicles and their trailers and establish stricter requirements regarding vehicle emissions and other safety standards. A separate technical regulation applies to safety and technical standards regarding travel under the European Conference of Ministers of Transport permits for heavy vehicles.


Safer Road Users and Road Policing

*Legal regulations concerning key risk factors in road traffic*

The Road Traffic Law in Georgia covers the overall organization and safety of traffic. It also regulates the national road safety policy. It defines:

- the rights and obligations of government authorities in activities for the safety of road traffic;
- rules and conditions of road traffic (in accordance with the Vienna Convention on Road Traffic of 1968);
- road signs and signals in line with the Vienna Convention on Road Signs and Signals, 1968;
- rights and obligations of road users, i.e., the rules of the road;
- general requirements for issuing a driving license and vehicle registration; and
- rules of road use, management, and protection by the road administration.

Drivers are required to know the rules of the road and fully understand the factors that may influence their behavior, including fatigue, drowsiness, and consumption of drugs and alcohol.

- While driving a vehicle, a person should avoid any other activities not related to driving.
- Drivers may not use cell phones while driving. The exception is the use of a device such as a loudspeaker that does not require holding the phone in your hand.
- It is forbidden to drive under the influence of alcohol, drugs, psychotropic drugs or other substances that reduce reaction time or concentration; the blood alcohol concentration limit is 0.03 grams per deciliter for the general population.
- Drivers should wear seat belts while driving (except for vehicles not designed to incorporate seat belts) and ensure that all front passengers wear them.

Violations of road traffic regulations result in civil, criminal, and administrative proceedings in accordance with Georgian legislation.

Excessive speed, distraction (e.g., the driver’s use of a mobile communication device while driving a motor vehicle), seat belts and protective equipment (including helmets), and drunk driving are also regulated by the Georgian Road Traffic Act and the Georgian Administrative Code.

Driving a car, tram, trolleybus, tractor or other means of mechanical transport while intoxicated or under the influence of psychotropic or other psychoactive substances is a crime and is subject to liability under the Georgian Penal Code.

*Driver training and examination system*

The Law of Georgia on Road Traffic and Order No. 598 of 1 August 2012 of the Minister of the Interior of Georgia regulates the procedures for obtaining a driving license.

Georgia’s Road Traffic Law defines vehicle categories and subcategories and the type of license required to drive a vehicle for each category. These laws set minimum age limits and experience for obtaining a license for each category and subcategory.
The Legal Entity of Public Law Service Agency of the MIA of Georgia is a dedicated body authorized to issue driving licenses.

In accordance with the applicable law, a person obtains a license to drive a vehicle of a certain category or subcategory after passing a theoretical and a practical test.

According to the information obtained during the interview, a reform of the practical exam is planned, which involves conducting a practical exam in real traffic along with a test area (maneuvering yard).

**Structure and organization of the road police**

The chief state agency responsible for road safety in the country is the MIA. They enforce road traffic and safety regulations, report and coordinate the national car crash database, conduct driver and vehicle licensing and checking, and carry out road safety promotion and communication campaigns.

The MIA enforces road policing through the Patrol Police Department who enforce legal measures to regulate road traffic and traffic rules on roads of international and state importance and in big cities. Regional police departments exercise road traffic duties on the roads and settlements beyond the authority of the Patrol Police Department.

**Cooperation with international organizations and foreign road police and law enforcement agencies**

Through its International Relations Department, the MIA cooperates with international organizations and partner countries to organize international road safety training. Training is conducted for both management level and patrol police inspectors.

Training sessions for MIA employees have included (i) preventive activities of police and promotion of traffic safety, (ii) road safety policies of different countries, (iii) best practices related to mobile number-place recognition, (iv) identification of black spots, (v) differentiation of sanctions related to various offenses, (vi) importance of road safety risk assessment, (vii) registration of road safety crashes throughout the country via unified database, (viii) legislation related to road safety, (ix) safe system approaches to road policing, and (x) traffic management and road policing. European countries, (e.g., Technical Assistance and Information Exchange project) and the WHO are active partners of the MIA in these endeavors. As for more practical issues related to imposing penalties and controlling road safety, patrol police inspectors have undergone training supported by the US Embassy in Georgia.

**Road safety and or road policing strategy**

Road policing strategy is integrated into the general national road safety strategy implemented with other agencies. The National Road Safety Strategy is based on road safety data. Data on road traffic rules violation and road crashes is collected by the MIA’s Patrol Police Department. Information is published on the official MIA website.

The National Road Safety Strategy 2016–2020 was the main policy framework document which defined priorities, set out the objectives, and determined the main actors responsible for ensuring road safety in Georgia. The document set out the key directions that led to successful and sustainable long term

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14 Technical Assistance and Information Exchange instrument of the European Commission supports public administrations with regard to the approximation, application, and enforcement of EU legislation and facilitating the sharing of EU best practices.
road safety management in the country and ensured the identification of the key road safety problems, a planned, systematic, results-focused response, and long term investment.

As for the segregation of functions between the key actors responsible for ensuring road safety, the Road Safety Inter-Agency Commission and the Working Group together with the MoESD are tasked with coordinating road safety. Road traffic and safety regulations are drafted and enforced by the MIA which is also responsible for the penalty system, national crash reporting and database, and driver and vehicle licensing and testing. The government approved annual action plans in 2017, 2018, 2019, and 2020 to implement the strategy. These action plans envisaged numerous activities to reduce deaths and serious injuries caused by road crashes. Despite the 15.4% increase in the number of registered vehicles in the country

- the number of road crashes decreased by 16%,
- the number of serious injuries decreased by 20.4%, and
- the number of deaths decreased by 17.2% from 2016 to 2019.

According to the Road Safety 2020 National Action Plan of Georgia, the following activities are seen as the MIA’s direct responsibility:

- Complete registration and analysis of traffic crashes through the unified database and ensuring access to existing data for all agencies responsible for road safety issues,
- Retraining of MIA personnel to collect comprehensive and high-quality data on road traffic crashes, and
- Vehicles Patrol Police Department of MIA are fully equipped with on-board computers to collect crash data.

According to the Governmental Program of Georgia 2021–2024, ensuring road safety is one of the main priorities of the government. The National Road Safety Strategy for 2021–2025 and the action plan for 2021–2022 is pending approval and includes significant activities and measures to be implemented to reduce the number of fatalities and serious injuries. The goal of the National Road Safety Strategy 2021–2025 is to reduce the number of fatalities and injuries on roads by 25%. One priority area of the strategy under objective 1 (increase road safety management efficiency), is the development of a road safety digital database. Other objectives include improving road user behavior, safer road infrastructure, improving vehicle safety quality, and providing fast and efficient medical service. The results of action plans are collected twice a year by relevant departments within MIA and reported to MoESD.

The MIA is planning to further enhance enforcement and administration mechanisms depending on the identified risk factors, in particular to continue further development of the video surveillance system, point-to-point speed control, manual speed-detecting equipment, covert (and mixed) patrolling, video plate recognition crews, patrolling in general, and more effective application of the demerit point system.

The Communications Department plans and enforces campaign activities. Campaign activities are coordinated with relevant agencies across the ministry by the department. There is no separate budget for campaigns. Funds are requested from the budget of the MIA as required. The current road safety campaign For More Life started in 2019 and is still in progress. The focus and target groups may change as needed. There is no pre-defined media plan. The MIA is using a range of communication tools to
implement campaign activities, including social media pages and the official website of the ministry. Campaign materials can be found on the official Facebook Page of For More Life.

**System of penalties**

The system of violations is based on the Code of Administrative Offenses of Georgia. This code sets out what action can be considered as administrative misconduct and determines the penalty to be imposed on a person for a specific action. When a person commits the same or a more serious offense again, he/she will be subject to a more severe punishment. This is aimed at preventing repetition of offenses. The system includes the detection of violations by police officers through the video surveillance system.

A demerit point system was introduced in Georgia in July 2017. Drivers are given 100 points each year, which are monitored on their license. Points are deducted each time a driver commits a traffic violation. If a driver loses all his or her points their license is suspended for 1 year.

Information about fines is processed and stored in the MIA information database which gives patrol inspectors an opportunity to correctly qualify misconduct in the event of a specific violation and impose the appropriate penalty.

In case of nonpayment of the fine within 30 days of it being received, an offender is charged a penalty of double the amount of the fine which is transferred to the National Bureau of Enforcement. In case of nonpayment of the fine and interest accrued on it within 30 days, the offender will have his or her license suspended for 6 months.

As for fines issued through the video surveillance system, the Legal Entity of Public Law, the Public Safety Command Center 112 acts as the key entity for detecting traffic infringements. To date, Center 112 operates 5,008 CCTV cameras throughout Georgia, 1,756 of which are license plate recognizing smart cameras and the remaining 3,252 general vision cameras. This technology is used for identifying traffic violations. License plate recognizing smart cameras automatically detect the following violations: (i) crossing a double line, (ii) driving in a bus lane, (iii) driving through a red light, (iv) driving in the opposite direction, (v) exceeding the speed limit, and (vi) failing to undergo technical inspection of a vehicle.

In 2018, the MIA launched the internationally accepted practice of using speed control sections or average-speed cameras. This technology calculates the average speed of the vehicle between two cameras placed at a specific distance. To date, 277 speed control sections are operating, covering 1,185 km. The Public Safety Command Center 112 uses 27 speed calculating radars on roads of domestic and international importance.

This system also includes digitalization of fine processing. Once an offender is fined, an SMS is sent notifying the offender of the violation. The citizen is obliged to pay the fine within 30 days of the issue date. However, if the fine is paid within 10 days, the recipient enjoys a 20% discount. If the citizen fails to pay the fine, the ticket is sent to the citizen’s legal address. If the citizen refuses to accept the ticket, the ticket is sent back to the post office and re-sent within 30 to 60 days from refusal.

In case of a refusal to accept a ticket the second time, MIA publishes the ticket on their web portal. Thirty days after publishing the ticket is considered accepted.
If the citizen refuses to pay the fine within 30 days after the ticket is considered accepted, the fine will double. The web portal is highly secure and personal information about the violator is only available by entering the ticket and license plate number.

According to Georgian legislation, 100% of the funds collected from traffic infringements go to the state budget.

Information on the most common violations is used to identify trends and apply it to the decision-making on enforcement procedures and mechanisms.

**Post-Crash Care**

Georgia has a single national emergency care access number but no national trauma register. There is formal certification for prehospital providers but there has been no assessment of the emergency care systems (footnote 2). A lack of medical staff and emergency response vehicles was reported.

**Other Issues and Opportunities**

Opportunities were identified for road safety management and improvement in road safety data. The lead agency needs strengthening in their role and mandate and in their capacity and capability when it comes to safe system principles. Current crash data collection and analysis procedures involve a general form with unclear variables not suited for crash data analysis.

The other area identified is improvement and acceleration of updated road safety legislation. There is still no law mandating seat belt use in rear seats and the legislation around new vehicle standards needs attention.

As the new action plan is in place, funding is needed to implement actions.

**Commitments under the CAREC Road Safety Strategy**

PILLAR 1–Road Safety Management. Two of 15 actions have been undertaken which include the appointment of a lead agency and developing a road safety strategy. Four actions were partly completed, mostly relating to crash data and funding allocation.

PILLAR 2–Safer Roads. Nine of 17 actions have been delivered, six partly delivered and two not yet delivered. Actions relating to road design guidelines and road safety audits were more frequently delivered.

PILLAR 3–Safer Vehicles. No actions were delivered under Vehicle Overloading or Slow-Moving Vehicles. For Vehicle Inspection and Maintenance, four of six actions have been fully or partly delivered.

PILLAR 4–Safer Road Users. One action of three in Legislation was partly delivered and one of two in Increased Awareness of Risks. Enforcement saw four of five actions fully or partly delivered and Driver Licensing and Training two of four. No actions have been delivered for Commercial Fleet Safety.

PILLAR 5–Post-Crash Care. All actions in First Responder Services, Health and Emergency Care Services, and Communications have been delivered. Only one action in First Aid has not yet been delivered.
Recommendations

- Strengthen the role of the lead agency and its capacity and capability in safe system principles.
- Create a crash database (including capacity building) available for road safety partners, based on a minimum set of indicators for road safety to ensure adequate crash data collection, analysis, and management and enable evidence-based action planning.
- Establish a dedicated source of funds for road safety activities.
- Establish a road star-rating program followed by a road safety improvement program.
- Apply key vehicle safety standards as per UNECE WP.29.
- Improve and accelerate the updating of road safety legislation.
- Mandate wearing seat belts in the rear seat.

Kazakhstan

With Kazakhstan’s relatively low density of railways and waterways, roads are the dominant means of transport. The total road length is 148,000 km, of which 93,600 km are public roads classified as national or local. International and national roads constitute 25% of public roads. Much of the road network is in poor condition. Forty percent of national roads require major rehabilitation and maintenance. The feeder road network serving the rural population is not fully developed. Roads on the six main international corridors are mostly paved with asphalt but their technical design is below international standards.

In 2008, 13,739 road crashes were registered in Kazakhstan, killing 3,351 people and injuring 16,400. Fatal crashes have been falling by 7% to 8% per year to a reported 2,625 in 2016. However, WHO estimated the fatality number to be 3,158 or 17.6 per 100,000 population in 2016. Around 60% of fatalities involve light vehicle occupants and 30% pedestrians (footnote 2).

Road Safety Management, Road Safety Strategies, and Targets for Road Safety

According to the laws on Road Traffic and on Internal Affairs Authorities, the authorized body for ensuring road safety, and the lead agency for road safety is the Minister of Internal Affairs of the Republic of Kazakhstan represented by the Committee of Administrative Police. The Law on Road Traffic establishes the responsibility of state bodies to work with road safety within their areas of expertise.

It was reported that cooperation among government agencies, stakeholders, and other organizations is not carried out on a systematic basis.

The Global Status Report on Road Safety (WHO, 2018) indicated there is a national road safety strategy and a target to get below 12 fatalities per 100,000 population in 2020. However, it was also reported there is no current or active strategy and no information available about its status. The NFPs called for a revitalization of road safety and emphasized the importance of training the lead agency in Safe System principles and best international practices on road safety management principles.
Safe Roads

The speed limits are 140 km/h on the two major motorways and 110 km/h on rural roads. The urban speed limit is generally 60 km/h.

Road design standards are commonly used in road construction projects and are said to include some aspects of road safety; however, it is unclear what standards are used. WHO indicated that road improvement programs were happening in 2016 but as yet nothing has been reported.

Road safety audits are not required at the design stage of road projects and are not carried out except for some projects funded by international financial institutions.

In terms of road assessment programs and star ratings, there have been some activities over the past 10 years. In 2013–2014, 1,032 km of roads were star-rated through iRAP and in 2016, the 659 km Karaganda–Burylbaital road corridor was assessed. In 2020, as part of implementing an iRAP program, over 5,900 km of national roads and 1,000 km of city roads were surveyed.\(^\text{15}\)

Safe Vehicles

There were around 4.4 million vehicles registered in Kazakhstan in 2016 of which 3.8 million were light vehicles and 540,000 were heavy vehicles and buses.

Some vehicle regulations are said to exist under the technical regulations of the Eurasian Economic Union. Periodic vehicle inspections are done once a year, mostly through certified private companies. There are also regulations and inspection requirements in place for imported vehicles and there is a 10-year age limit on imported vehicles. However, none of the key regulations in UNECE WP.29 are applied.

Heavy vehicle overloading is reported to be addressed as the system for measuring dimensions and weight control has been automated.

Some activities with the New Car Assessment Program (NCAP) were reported, and it was also reported that initiatives are being taken to introduce UN vehicle standards. However, no details were given about the scope and timing of introducing these standards.

Safer Road Users and Road Policing

Legal regulations concerning key risk factors in road traffic
National laws deal with the main risk factors in road traffic. According to the regulations, passengers and drivers must use a seat belt in both front and rear seats, and children should be transported in child seats.

It was discovered during the review that in practice, only people traveling in front vehicle seats are inspected. The police do not enforce seat belt use in rear seats as a large percentage of vehicles have darkened or non transparent windows.

Motorcycle drivers and passengers are required to use helmets.

**Driver training and examination system**
Training of driver candidates is conducted in specialized driving schools where theory is taught and driving practice is provided. There are age requirements for candidates (18 for passenger cars and 21+ 3 years’ driving experience for trucks).

The training system is privatized but under the control of the police. Standardized training programs are used for training at all candidate centers.

Driving examinations, theoretical and practical, are held at an examination center supervised by the minister of justice.

**Structure and organization of the road police**
There is no separate structure as the traffic police are under the Ministry of Internal Affairs. In 2015, the traffic police were included in the Committee of Administrative Police (CAP) of the Ministry of Internal Affairs of the Republic of Kazakhstan. As part of the Committee of Administrative Police of the Ministry of Internal Affairs of the Republic of Kazakhstan, road policing tasks are entrusted to the Department of Automobile Inspection and Technical Supervision (trucks and buses). In addition, at the level of local executive bodies and as part of the regional police departments, there are local police services, the composition of which includes the road patrol police, which enforces traffic laws along with public order.

**Cooperation with international organizations and foreign road police or law enforcement agencies**
No data available.

**Road safety and road policing strategy and tactics**
There are no long- or short-term enforcement plans. The police work is currently being prioritized based on an analysis of road crashes where their main causes are identified and given priority for the work of the patrol police.

As part of the CAP, there is a department of administrative practice, which deals with law enforcement issues, including analysis of information and preparing proposals for improving administrative practice. There are similar structures in the administrative police departments of the regional and city departments.

There are no standard operating procedures in place. Law enforcement is carried out in accordance with the Code of Administrative Offenses of the Republic of Kazakhstan, the Criminal Code or the Code of Criminal Procedure.

To enforce speed limits, stationary and mobile speed cameras and radars are actively used. These operate in an automated mode without considering the human factor.

Police are also equipped with breathalyzers to conduct sobriety control operations, although there are no random breath testing operations. The sobriety test is carried out when a police officer suspects that the driver is under the influence of alcohol or when checking people involved in a road collision.
Video recording devices are installed in the passenger compartment and on the uniforms of police officers to record the offense and the interaction between the police officer and the road user.

**System of penalties**

The system for applying penalties is established by the Code of Administrative Offenses of the Republic of Kazakhstan which provides for increased responsibility for repeat offenses.

In the event of speeding, the penalty system is progressive. The level of penalties depends on how far the speed limit has been exceeded but there is a +10 kph leeway, which is not enforced.

**Post-Crash Care**

Kazakhstan has a single national emergency care access number and a national trauma register. Formal certification for prehospital providers is in place; however, there has been no assessment of emergency care systems (footnote 2).

**Other Issues and Opportunities**

The main issue reported was the low level of infrastructure safety, both with regard to vehicle occupants and vulnerable road users. Road assessments have been done, but no funding has been allocated for road safety upgrades. Funds are needed to assess the rest of the national road network (23,000 km) and for road upgrades following the assessment. Despite appropriate regulations and the equipment available, there are gaps in police tactics and methods. The lack of specialized traffic police units and the lack of specialized training limit the effectiveness of road policing activities.

**Commitments under the CAREC Road Safety Strategy**

The NFPs committed to return the report card questionnaire; however, the project team has received nothing and no assessment of progress regarding commitments under the CAREC Road Safety Strategy could be undertaken.

**Recommendations**

- Speed limit review and development of speed zoning guidelines.
- Develop a program and secure funding for prioritized road infrastructure safety upgrades following the road assessments done.
- Establish a comprehensive long term road policing capacity building program that systematically addresses these areas:
  - Road policing management and leadership
  - General and specific deterrence principles
  - Enforcement tactics, prioritizing activity, data analysis, and recording
  - Coordination of activities between agencies
  - Crash investigation and reporting processes
  - Standard operating procedures, including staff/public health and safety considerations
  - Road policing related equipment
Capacity building for police to prevent:
- alcohol impaired driving
- excess speed
- non use of seat belts and child restraints
- non use of motorcycle helmets

In addition, bearing in mind the importance of the quality of road incident data, it would be advisable to conduct a separate course on crash investigation and reporting processes.

Strengthen cooperation with government agencies, stakeholders, and other organizations.

Kyrgyz Republic

The Ministry of Transport and Roads (MOTR) oversees transport policy, regulation, planning, and development. The MOTR is also responsible for maintenance of the state road network, which comprises 4,163 km of international roads, 5,678 km of national roads, and 8,969 km of provincial roads. The ADB sector assessment has identified inadequate road infrastructure and maintenance on Kyrgyz roads as a major issue. Of the international road corridors, about one-third were found to be in poor condition and in need of rehabilitation or reconstruction, while about two-thirds, rehabilitated mainly under development partner investment programs, were in sustainable condition and require only routine or periodic maintenance.

WHO estimated there were 1,220 road traffic fatalities in 2013, which corresponds to 22 fatalities per 100,000 population. In 2016, that same number was estimated to be 916, or 15.4 fatalities per 100,000 population (footnote 2). However, despite the improvement, the fatality rate in the Kyrgyz Republic remains one of the highest in the Central Asia region.

Road Safety Management, Road Safety Strategies, and Targets for Road Safety

Measures for road safety are coordinated and led by the Commission for Road Safety under the leadership of the Prime Minister. It is carried out jointly with the authorized bodies in the Chief Road Safety Department of the MIA.

A road safety strategy was developed by an interdepartmental working group based on the findings of a review of the road safety status. The strategy is viewed as a part of national public safety and an integral part of the sustainable development model of the Kyrgyz Republic.

The Strategy on Road Safety Improvement for 2019–2023 includes priority areas for road safety, agreed strategic goals, objectives, measures to achieve them; and mechanisms for interaction with all stakeholders, including representatives of civil society. In August 2017, a draft action plan was approved and in 2018 updated due to the implementation of a set of measures for road safety system reform for 2018–2019. However, in 2020 the work was suspended due to the global coronavirus disease (COVID-19) pandemic and the worsening situation in the country.

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16 It is essential to ensure that laws and regulations are in place to enable effective and efficient enforcement.
The Kyrgyz Republic earlier reported a quantified target to reduce fatalities between 2007 to 2016, but as yet, the project team has not seen a target.

The partners acknowledge that road safety policy cannot be sectoral in nature, but needs a holistic and systemic approach. The draft strategy was developed as a cross-sector and interdepartment strategic planning document for the medium term. Its successful implementation will depend on active participation and readiness of all the public and private organizations involved.

**Safe Roads**

Default speed limits on the road network are set to 60 km/h for urban roads, 90 km/h for rural roads, and 110 km/h for motorways.

By joint orders of the MOTR and the Standardization and Metrology Centre under the Ministry of Economy, the Technical Committee on Standardization of Roads and Structures and Transport was established in 2017. This committee is responsible for the development and maintenance of national standards and to make sure they are aligned with international best practices.

These standards consider pedestrian safety, including the regulatory norms for safety islands, elevated pedestrian crossings, and other elements of road infrastructure that ensure pedestrian safety. Work is being undertaken to align road signs and road markings with the requirements of the Vienna Convention on Roads Signs and Signals, and those of the Technical Regulations of the Customs Union Safety of Highways. A road asset management system inventory is also being done with ADB institutional assistance.

The Global Status Report on Road Safety indicates there is a road remediation program in place. It was confirmed that an action plan for implementation of a set of measures to reform the road system was completed in 2019. In line with this action plan, some work is being carried out to eliminate black spots, install barriers, ensure proper lighting, install traffic lights, road signs, and harmonize road markings. In addition, the Strategy for 2021–2025 plans to include a program for road safety remedial measures.

There are currently no road safety audits being undertaken regularly. However, it was reported that the Kyrgyz Republic is planning to introduce audits in the project design process. This issue is being discussed in state bodies regulating road safety activities.

No road assessments have been undertaken and there are no plans to undertake any.

**Safe Vehicles**

As of 2016, there were around 1 million vehicles in the Kyrgyz Republic. None of the key regulations in UNECE WP.29 are applied. However, there are regulations and inspections in place for imported vehicles and there is a 10-year age limit on imported vehicles.

Some work is being carried out on vehicle inspection requirements, which is regulated by the legislation On Road Transport and On Safety of Wheeled Vehicles. However, no periodic vehicle inspections are currently being done. Specific regulations for overloading are in place, but control and inspection are poor even though the road police provide support.
Safer Road Users and Road Policing

**Legal regulations concerning risk factors in road traffic**
National laws deal with the main risk factors in road traffic. Drinking and driving is prohibited by law, but there is no alcohol limit based on blood alcohol concentration (footnote 2).

**Driver training and examination system**
No data available.

**Structure and organization of the road police**
The main enforcement agency is the Chief Road Safety Department, which carries out special inspections, control, and supervisory and licensing functions to ensure road safety. The department is a subordinate unit of the Ministry of Internal Affairs of the Kyrgyz Republic.

The structure of the Chief Road Safety Department corresponds to the structure and administrative division of the country.

**Cooperation with international organizations and foreign road police or law enforcement agencies**
No data available.

**Road safety and road policing strategy and tactics**
There is no separate police strategy for improving road safety and no national enforcement plans for specific risk factors. The police do not have standard operating procedures or other internal regulations that define tactics or methods of conducting and organizing enforcement activities.

The police have speed radars and cameras to register violations. During the review, no information was received about breathalyzers, although the police can conduct random breath tests under the national regulations (footnote 2).

Police activities are not supported or coordinated with public campaigns.

**System of penalties**
The penalties collected for violations of traffic rules are transferred to the national budget. If the fines are not paid on time, a penalty fee is added. Under the Safe City project, cameras for taking photos and video recordings of traffic violations are operating on the roads.

**Post-Crash Care**
The Kyrgyz Republic has a single national emergency care access number but no national trauma register. Formal certification for prehospital providers is in place and the emergency care systems are being assessed according to WHO.

**Other Issues and Opportunities**
Some interviewees said the current strategy has a good scope and a good approach and includes actions worth implementing. However, the main problem is funding. Other challenges include roads affected
by disasters triggered by natural hazards, especially in mountainous areas. This results in a diversion of funding that could have otherwise been used for road safety upgrades. Despite appropriate regulations and equipment, there are gaps in police tactics and methods of operation. There is a visible need to improve police force capacity in terms of effective, well-planned, and targeted road policing.

**Commitments under the CAREC Road Safety Strategy**

PILLAR 1–Road Safety Management: Three actions under Effectiveness of Management and coordination have been delivered. One action relating to training in Crash Data Analysis has been implemented. Other activities are undertaken and may be partly delivered but are not reported as completed.

PILLAR 2–Safer Roads: Two of three actions under Improving Engineering Design Standards have been delivered. In addition, two of three actions have been delivered and partly delivered under Enhancing Safety at Road Work Sites. Other actions were either not yet delivered or had no information.

PILLAR 3–Safer Vehicles: No actions were reported as delivered.

PILLAR 4–Safer Road Users. No actions were reported as delivered.

PILLAR 5–Post-Crash Care: No actions were reported as delivered.

Even though many actions were not reported as delivered, other types of activities similar to the actions have been reported to be undertaken.

**Recommendations**

- Continue to implement the already approved action plan and adopt fatality reduction targets.
- Undertake road safety audits regularly.
- Undertake road assessments followed by road improvement programs.
- Apply the key vehicle safety standards in UNECE WP.29.
- Provide a road policing capacity building program for a designated group of senior officers from central and regional levels that addresses these areas:
  > Road policing management and leadership
  > General and specific deterrence principles
  > Enforcement tactics, prioritizing activities, data analysis, and recording
  > Standard operating procedures, including staff/public health and safety considerations
  > Capacity building for police to effectively prevent
    - alcohol impaired driving
    - excess speed
    - non use of seat belts and child restraints
    - non use of motorcycle helmets
- In addition, bearing in mind the importance of the quality of road incident data, it would be advisable to conduct a separate course on crash investigation and reporting processes.
Mongolia

The road network encompasses about 12,700 km of state roads, 36,000 km of local province and municipal roads, and some 600 km of roads for mining operations. Only about 5,500 km are paved and most roads are gravel, improved soil surface, or earth tracks with no proper alignment. The state road network includes three CAREC corridors which connect the Russian Federation to East Asia via Mongolia and the People’s Republic of China.18

The reported number of road traffic fatalities in Mongolia in 2016 was 812 fatalities per year. However, Mongolia is considered by WHO as one of the countries in the region with unreliable crash data. The WHO best-estimate in 2016 was 916 fatalities, or 15.4 fatalities per 100,000 population. About one third involved light vehicle occupants, one third pedestrians, and one third “others” or “unknown” (footnote 2).

Road Safety Management, Road Safety Strategies, and Targets for Road Safety

The National Road Safety Council was established in 2019 and is headed by the Prime Minister. It is the leading body that coordinates and oversees road safety. Members of the council are the minister of Road and Transport Development (deputy head), minister of Finance, minister of Justice and Internal Affairs, minister of Construction and Urban Development, minister of Education and Science, minister of Labor and Social Protection, minister of Health, governor of the capital city and mayor of Ulaanbaatar, head of National Police Agency, head of Mongolian National Broadcasting, secretary general of Mongolian Red Cross Society, executive director of the National Road Transport Association, and executive director of the Association of Mandatory Insurers.

In 2019, the Mongolian government approved the National Road Safety Program to be implemented from 2019 to 2023. The four core objectives to be achieved by 2023 are as follows:

1. Reduce the number of traffic crashes by 50%.
2. Reduce the risk and social cost of traffic crashes by 50%.
3. Develop and expand a road transport logistic network that will support economic growth, meet demand, and offer safe and comfortable service by 30%.
4. Fifty percent of all roads of Ulaanbaatar City, urban areas, provincial centers, and state roads to be fitted with surveillance cameras to improve safety and prevent crimes.

Safe Roads

The default speed limits in Mongolia according to WHO (2016) are similar to those in other CAREC countries: 60 km/h in urban areas, 90 km/h on rural roads, and 110 km/h on motorways. It was reported that the rural speed limits between cities are 80 km/h and 100 km/h on highways. A speed limit of 20 km/h is in force around school zones and residential areas.

The road design manual used in Mongolia is largely inspired by the design manual from Alberta, Canada. There are about 200 standards currently in use. WHO reports it includes special attention to pedestrians and cyclists.

Measures for road infrastructure safety upgrades are being undertaken by the National Road Safety Program, including identification and treatment of high-risk locations. Road maintenance work is done annually; however, there is no information about the scale of the programs.

Road safety audits are being implemented and there is an existing manual for this. However, it is not used much as it is not mandatory.

There were no reported activities on road assessments or star ratings. However, the iRAP website and WHO indicated that 274 km of roads have been star rated and one in-country person has been trained in the star-rating method.

**Safe Vehicles**

There were around 1 million registered vehicles in Mongolia in 2016 following a steady increase since 2006 when there were only 150,000 vehicles registered. Most vehicles (90%) are imported from Japan without changing the side of the steering wheel despite driving on the opposite side of the road.

As yet, no UNECE WP.29 vehicle safety regulations are applied, but it was reported that Mongolia is planning to join the working group soon. There are regular inspections of imported vehicles, and it is not allowed to import vehicles older than 10 years.

Periodic annual vehicle inspections are in place and are governed by MNS 5011: 2020 Vehicle Technical Inspection Manual General Requirements, and technical training for vehicle inspections was conducted in 2019 and 2020 under ADB Technical Assistance 9579, Institutional Strengthening for Road Safety.

According to the NFP, overloading of heavy vehicles is being addressed with vehicle weigh stations at border toll gates but not elsewhere.

**Safer Road Users and Road Policing**

*Legal regulations concerning key risk factors in road traffic*

A road safety law was approved in 1996 and was further amended in 2015. It regulates the following:

- Roles and responsibilities of public organizations
- Roles and responsibilities of citizens and private entities
- Driving licenses
- Technical requirements (e.g., road infrastructure construction, traffic management)

National legislation addresses the main risk factors in road traffic. There is a general alcohol limit of 0.04 grams per deciliter which applies to all drivers. Each driver involved in a collision or road crash is subject to an alcohol test. A police officer may also test a driver’s alcohol level during roadside checks if the police officer has reason to believe the driver has been drinking. Using seat belts is mandatory for driver and passengers in the front and rear seats. During the review, information was obtained that
suggest in practice the penalties for not using seat belts applies only to drivers and passengers are only warned about the necessity of using seat belts.

The situation is similar with child seats and child restraining systems. Using child seats is mandatory, but they are frequently used incorrectly. Police are helping educate drivers, but more education and enforcement are needed. Violations are regulated by the Law on Infringement and Violations of Mongolia.

These regulations also state that motorcycle drivers must use helmets, but enforcement of these regulations is low (footnote 2).

**Driver training and examination system**
The program for training and examining driver candidates in Mongolia is based on international formats and the main approach is aligned with the Goals for Driver Education matrix.

Private driving schools provide driver training. The course involves 50 hours of theoretical learning and 48 hours of practice. After completing the course, candidates must pass a practical and theoretical test organized by the traffic police.

The minimum age to obtain a driving license is 18.

**Structure and organization of the road police**
The Transport Police Department (TPD) is the main body enforcing road safety laws. It has units in 21 provinces and 9 districts in Ulaanbaatar City.

Cooperation with international organizations and foreign road police or law enforcement agencies.

The TPD has cooperated with ADB, World Bank, UN and others.

Many training modules have been carried out in cooperation with international organizations. Topics included the following

- Road safety management best practices
- Driver licensing
- Road safety audits
- Traffic crash data collection and analysis
- Organizing campaigns

**Road safety and road policing strategy and tactics**
The road policing activities carried out by the TPD are based on annual operational plans as outlined in the National Road Safety Program strategy adopted by the government for the period 2019–2023.

In terms of strategy, the National Road Safety Program is based on data collected by the TPD, which is working in coordination with other organizations to achieve the objectives of the National Road Safety Program.
The TPD collects data on each road crash in the National Police Agency database to analyze road crash data along with data on control activities and the results of police activities.

Based on the information obtained during the review, the TPD has standard operating procedures that must be followed by police officers during control activities, but no details were obtained about these documents or how they define the tasks, roles or safety requirements for police officers during these activities (safety equipment or uniform items, etc.).

According to the information obtained, each TPD officer has a screening breathalyzer and in the case of a positive result it is confirmed by an evidence device.

TPD officers also use laser guns to check vehicle speeds but there was no information about the number of devices. The city of Ulaanbaatar has 136 fixed speed cameras of which 122 are functional and active.

Awareness campaigns are usually accompanied by police enforcement activities. The newly established National Road Safety Council coordinates campaigns which may run from 1 week to a year.

The TPD frequently organizes campaigns during the summer due to the increase in traffic. The campaigns are based on an annual work plan and disseminated through social media platforms boosted by influencers, celebrities, and media outlets.

**System of penalties**
Mongolia has a 10-point demerit system. Point deduction varies depending on the type of violation.

If a driver loses all points, he/she must attend a training course. If a driver has zero points, he/she may not drive a vehicle.

The TPD has a cashless online fine system used for issuing fines for on-the-spot violations. The driver receives detailed information (printed on the spot) about the violation and how to pay instructions using an app, online bank or bank payment. The driver must pay the fine within 15 working days. Drivers can check on their fine status via the smartcar.mn website.

Car owners are reminded of their fines when they pay their taxes and get their cars checked for annual vehicle technical inspections if there are unpaid fines.

Cash payments of fines go to the state budget. According to the regulations, 40% goes to preventive measures to improve road safety, but in practice, these guidelines are not fully implemented.

**Post-Crash Care**

Mongolia has a single national emergency care access number but no national trauma register. Formal certification for prehospital providers is in place and, according to WHO, the emergency care systems are being assessed (footnote 2).
Other Issues and Opportunities

The main issues were reported to be drunk driving, lack of seat belt wearing, speeding, and motorcycle accident trauma. Funding for enforcement equipment is also needed. Previous work by ADB also identified other areas of improvement including data collection and data sharing, legislation of road safety audits, road infrastructure improvements, vehicle inspections, and training to first responders. In terms of road policing, despite appropriate regulations, and some equipment, there was no knowledge demonstrated of deterrence principles, use of data, operational policies, or directed patrol plans that demonstrated a focus or priority on road trauma prevention. There are gaps in the tactics of police methods of operation and a visible need to improve police force capacity in terms of effective, well planned, and targeted road policing.

Commitments under the CAREC Road Safety Strategy

PILLAR 1–At least 13 of the 15 actions have been delivered or partly delivered.

PILLAR 2–Safer Roads: All actions under Improving Engineering Design Standards are delivered, one of three on Road Planning, Design, Construction, and Maintenance meeting the safety needs of all road users, two of three partly or fully delivered under Road Safety Audit, one of three under Eliminating Hazardous Road Locations, two of two partly delivered under Consistency in the Improvement of Safe Roads, and no actions delivered under Enhancing Safety at Road Work Sites.

PILLAR 3–Safer Vehicles: Three of three actions delivered or partly delivered under Vehicle Overloading, two of six for Vehicle Inspection and Maintenance, and none under Slow Moving Vehicles.

PILLAR 4–Safer Road Users: One of three actions in Legislation was delivered and two of two in Increased Awareness of Risks. Enforcement saw two of five actions fully or partly delivered and Driver Licensing and Training one of four. No actions have been delivered for Vulnerable Road Users. Two of four actions were delivered under Commercial Fleet Safety.

PILLAR 5–Post-Crash Care: One of three actions in First Responder Services was delivered, one of two for Health and Emergency Care Services, no actions under First Aid, and one of two under Communications.

Recommendations

- Establish a road star-rating program followed by a road safety improvement program.
- Improve road safety for vulnerable persons, including pedestrian facilities, particularly in urban areas.
- Apply basic vehicle safety regulations and periodic vehicle inspections.
- Provide a road policing capacity building program for a designated group of senior officers from central and regional levels that addresses the following:
  > Road policing management and leadership
  > General and specific deterrence principles
  > Enforcement tactics, prioritizing activities, data analysis, and recording
  > Standard operating procedures, including staff and public health and safety considerations
Results

- Capacity building for police to effectively prevent
  - alcohol impaired driving
  - excess speed
  - non use of seat belts and child restraints
  - non use of motorcycle helmets

- Bearing in mind the importance of the quality of road incident data, it would be advisable to conduct a separate course on crash investigation and reporting processes.

Pakistan

Pakistan’s road network of 263,000 km consists of about 12,500 km of national highways and 93,000 km of provincial highways, with the remainder classified as either district or urban roads. The national highway network, which is less than 5% of the total, caters to about 80% of commercial traffic. Despite the high reliance on road transport, the quality of the road infrastructure is reported to have severe capacity constraints. Although the quality of the national highways has improved considerably, thanks to continuous investments and better road asset management, only 56% of highways are in “good” or “fair” condition. The motorways are better maintained, with 35% in good condition and 65% in fair condition. The condition of the provincial highways is said to be worse than the national highway network.19

Road safety is reportedly a serious issue in Pakistan. Insufficient safety design, lack of sufficient attention to safety, and inadequate traffic enforcement and driver training all contribute to Pakistan’s poor safety record.

In 2016, about 27,582 persons were killed in road traffic accidents, which equals 14.3 fatalities per 100,000 population. However, the official reported number for the same period was only 4,448 fatalities.

WHO classifies Pakistan as a country without reliable crash death registration data (footnote 2).

Road Safety Management, Road Safety Strategies, and Targets for Road Safety

The Ministry of Communications National Transport Research Centre is the lead agency. Under the draft Road Safety Act, a Road Safety Council and National Road Safety Secretariat is proposed to be funded to undertake necessary collaborations between the lead agency and other ministries and departments within the federal government.

The Ministry of Communications, in collaboration with the UK Department for International Development20 and ADB, developed the Pakistan National Road Safety Strategy 2018–2030. It follows guidelines in the Safe Systems approach.

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20 The UK Department for International Development was dissolved on 2 September 2020 and superseded by the Foreign, Commonwealth and Development Office.
The primary goal for Pakistan is to lay the foundations for road safety by setting out goals, objectives, areas of intervention on major risk factors and a target for saving over 6,000 lives by 2030. An action plan for road safety 2020–2024 is also being implemented.

The draft Road Safety Act from 2019 was developed by the Ministry of Communications with the aim to harmonize the road safety laws across Pakistan and enable some degree of local autonomy for the provincial governments to adopt context-specific regulations.

**Safe Roads**

Speed limits in Pakistan range from a maximum of 90 km/h in urban areas to 110 km/h on rural roads and 130 km/h on motorways.

A National Guideline for Road Safety Engineering was prepared in June 2019 and was disseminated to all road engineering departments and contractors. Road safety audits are mandatory for all new road projects in the country.

In terms of road infrastructure safety upgrades, the National Highway Authority of Pakistan has earmarked funds for remedial measures under its annual maintenance plan. However, it is not clear what funds are dedicated to safety upgrades.

As for road assessment and star ratings, iRAP has a dedicated program in PakRAP being run by the National Highway Authority and has star-rated 12,000 km of the road network. However, no remediation program has been established following the road assessment.

**Safe Vehicles**

In 2016, there were around 18.4 million vehicles registered in Pakistan, of which 13.5 million were motorized two- and three-wheelers, 3 million were light vehicles and half a million were heavy vehicles and buses.

Pakistan recently adopted vehicle standards according to UNECE WP.29 and all four-wheel vehicles are required to adopt these safety regulations within a three-year time frame. There are regulations and inspections regarding imported vehicles in place and it is not allowed to import vehicles older than 3 years.

It was reported that vehicle inspection and maintenance systems related to public passenger vehicles and freight vehicles require upgrading. National Guidelines for Vehicle Licensing were prepared in February 2021 by the Ministry of Communications/National Transport Research Centre (MOC/NTRC) and provided to all concerned federal and provincial departments for adoption.

Overloaded freight vehicles remain an issue. An axle load regime for freight vehicles is implemented and the government has recently developed a strategy to address this issue in the coming years.

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22 International Road Assessment Programme. https://irap.org/about-us/?et_open_tab=et_pb_tab_0#mytabs%7C0.
Safer Road Users and Road Policing

**Legal regulations concerning risk factors in road traffic**

Necessary amendments in existing legislation related to helmet and seat belt use have been incorporated. A model Road Safety Act is under review to address the requirements of the Safe System approach to road safety by 2022. Implementation of new national regulations requires their adoption by provincial authorities.

This also applies to the introduction of new legal developments in traffic enforcement. Driving after drinking alcohol is prohibited as national law prohibits the consumption of alcohol. Wearing motorcycle helmets is mandatory, but the legislation does not specify their quality standards (footnote 2).

**Driver training and examination system**

The National Guidelines for Driver Licensing were prepared by MOC/NTRC in May 2019 and disseminated to all driver license authorities for adoption. Drivers’ licenses are issued by local authorities. There is no existing system for training professional drivers.

**Structure and organization of the road police**

Road policing is implemented at federal and provincial levels. All local police departments have traffic police sections. The National Highways and Motorway Police (federal) are designated to oversee traffic on the country’s main road network.

**Cooperation with international organizations and foreign road police or law enforcement agencies**

There was no information about international cooperation and road policing in Pakistan.

**Road safety and road policing strategy and tactics**

Little information was obtained about police strategy. The National Road Safety Strategy provides tasks for the police, mainly implementing new technologies and supporting control activities. At the local level, the strategy was not implemented.

As part of its activities, the federal National Highways and Motorway Police collect information on the number of recorded violations but the data is for the main road network. There was no data available from provincial traffic police units.

**System of penalties**

No data available.

**Post-Crash Care**

Pakistan has multiple national emergency care access numbers and trauma registers on subnational levels. Formal certification for prehospital providers is not in place nor is emergency care system assessment (footnote 2).

**Other Issues and Opportunities**

The capacity and capability of government officials in road safety management and the Safe System approach were identified as a key issue and opportunity for improvement. The other area would be
the continuous development of the Road Safety Act. The third area for improvement is road safety data and developing a national traffic crash data collection system. Despite appropriate regulations and equipment, there was no knowledge demonstrated of deterrence principles, use of data, operational policies, or directed patrol plans that demonstrated a focus or priority on road trauma prevention. There are gaps in police tactics and methods of operation. There is a pressing need to improve police force capacity in terms of effective, well-planned, and targeted road policing.

Commitments under the CAREC Road Safety Strategy

The NFP committed to return the report card questionnaire, however, the project team has not received anything. Hence, no assessment of the progress regarding the commitments under the CAREC Road Safety Strategy could be undertaken.

Recommendations

- Capacity and capability building with government officials in road safety management and the Safe System approach.
- Continued development of the Road Safety Act.
- Apply the key vehicle safety standards in UNECE WP.29.
- Improvement of road safety data and developing a national traffic crash data collection system.
- Establish a road star-rating program followed by a road safety improvement program.
- Consideration should be given to supporting the police by providing a road policing capacity building program for a designated group of senior officers from central and regional levels that addresses these areas:
  > Road policing management and leadership
  > General and specific deterrence principles
  > Enforcement tactics, prioritizing activities, data analysis, and recording
  > Standard operating procedures, including staff and public health and safety considerations
  > Capacity building for police to effectively prevent
    - alcohol-impaired driving
    - excess speed
    - non use of seat belts and child restraints
    - non use of motorcycle helmets
- Bearing in mind the importance of the quality of road incident data, it would be advisable to conduct a separate course on crash investigation and reporting processes.

People’s Republic of China Xinjiang Uygur Autonomous Region and Inner Mongolia Autonomous Region

Two areas of the People’s Republic of China (PRC) are members of CAREC. Xinjiang Uygur Autonomous Region (XUAR) joined CAREC in 1997, and Inner Mongolia Autonomous Region (IMAR) joined CAREC in 2008.

More cargo shipments from CAREC partners are reaching the PRC through northern and western borders adjacent to two areas: the XUAR and the IMAR. The government is concentrating investments in these regions aiming to positively affect countries in Central Asia and beyond.
XUAR is connected through CAREC Corridor 5 with Kazakhstan, the Kyrgyz Republic, Mongolia, Pakistan, and Tajikistan. IMAR shares international borders with Mongolia and the Russian Federation and is connected to both countries through CAREC Corridor 4. These important transit routes are potential economic corridors as they have become conduits for an increasing portion of international trade.23

The reported number of road traffic fatalities in the PRC was 58,000 in 2015. However, WHO estimated the number of fatalities in 2016 to be over 250,000 or 18.2 fatalities per 100,000 population (footnote 2). Around 60% of all fatalities were reported to be pedestrians. No breakdown was available for the XUAR or IMAR.

No interviews were undertaken and no assessment surveys were received from the PRC. Hence, the assessment is simply a compilation of other sources and relates more to the PRC as a whole, except for the reported road safety improvements under Safer Roads.

Road Safety Management, Road Safety Strategies, and Targets for Road Safety

According to WHO (2016), the lead agency for road safety is the Inter-ministerial Convention on Road Safety. A partially funded national road safety strategy was in place in 2016 with the aim to reduce the mortality rate by 6% between 2016 and 2020.

Safe Roads

National speed limits in the PRC are 50 km/h in urban areas, 70 km/h on rural roads, and 120 km/h on motorways. Reportedly, there are design standards available with a special focus on vulnerable road users. Road safety audits or star ratings are required for new road infrastructure projects. However, it is unknown to the authors to what extent this is being used. Star ratings of the existing road network have been undertaken in some areas. Some 283,452 km of roads have been assessed under ChinaRAP according to the iRAP website (footnote 22). From 2016 to 2020, the Ministry of Transport promoted the implementation of improving highway safety and dangerous bridge reconstruction projects nationwide. This resulted in 930,000 km of improved highways and 34,000 dangerous bridges reinforced.

Safe Vehicles

In 2016, 295 million vehicles were registered in the PRC, of which 4.4 million were in the XUAR in 2019 according to more recent statistics. Vehicle Safety Standards for Frontal and Side Impact (Reg. 94, 95) and Seat Belt and Anchorage (Reg. 16, 14) are in place, but none of the other key safety regulations under UNECE WP.29 have been implemented. As of 2018, the top 12 carmakers (over 70% of sales volume) committed to apply the Electronic Stability Control Standard (Reg. 140).

There is no regulation for periodic inspections in place. However, the import of used vehicles is banned and import inspections are in place.24

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Safer Road Users and Road Policing

Legal regulations concerning risk factors in road traffic
The blood alcohol concentration limit is set to <0.02 and the law requires the use of motorcycle helmets and seat belts (footnote 2).

Driver training and examination system
No data available.

Structure and organization of the road police
No data available.

Cooperation with international organizations and foreign road police or law enforcement agencies
No data available.

Road safety and road policing strategy and tactics
No data available.

System of penalties
No data available.

Post-Crash Care
The PRC has a single national emergency care access number and a national trauma register. Formal certification for prehospital providers is in place and the emergency care systems are being assessed according to WHO (footnote 2).

Commitments under the CAREC Road Safety Strategy
The report card questionnaire was received but with little detail attached.

PILLAR 1–Road Safety Management: Two actions were delivered relating to workshops and training in crash data analysis.

PILLAR 2–Safer Roads: Two actions were delivered in relation to training for highway engineers in standards for CAREC corridors, one action in relation to training for traffic police in crash investigation and one action for training in road safety audits.

PILLAR 3–Safer Vehicles: No actions were reported to have been delivered yet.

PILLAR 4–Safer Road Users: No actions were reported to have been delivered yet.

PILLAR 5–Post-Crash Care: No actions were reported to have been delivered yet.

Recommendations
Not enough information available.
**Tajikistan**

Tajikistan has a large road network inherited from the former Soviet Union. Of approximately 26,600 km of roads, 14,339 km are under the jurisdiction of the Ministry of Transport (MOT). This comprises 3,348 km of international roads (23%), 2,127 km of national roads (15%), and 8,864 km of local roads (62%). Paved roads account for 72% of the MOT’s road network, including 89% of international roads, 77% of national roads, and 65% of local roads. Unpaved roads are gravel (20% of all roads) and earthen roads (8%, almost exclusively local roads). The backbone of Tajikistan’s international road network, comprising four CAREC corridors (2, 3, 5, and 6) and three Asian Highways (7, 65, and 66), has been largely improved with assistance from international partners including ADB.

Tajikistan has a poor road safety record. According to official figures, 391 road traffic fatalities were reported in 2019. However, WHO estimates the figure is nearly four times higher, corresponding to about 18.1 fatalities per 100,000 population in 2016, among the highest in the region and comparable with the Russian Federation and the PRC. Vehicle occupants comprised around 60% of all fatalities and pedestrians around 40% (footnote 2).

**Road Safety Management, Road Safety Strategies, and Targets for Road Safety**

The authorized state body responsible for road safety is the Ministry of Interior following a resolution of the government in 2019. There is a road safety sector under the MOT which monitors the implementation of planned road safety measures in subordinate government entities in cities, districts, and regions.

With assistance from ADB under the CAREC framework, the MOT has been developing a National Road Safety Strategy for Highways in the Republic of Tajikistan to 2030. This draft was prepared by specialists at the MOT and submitted to ADB for review by international experts. No information was found regarding specific fatality reduction targets.

**Safe Roads**

In terms of road design standards, the new Law of the Republic of Tajikistan on Road Traffic was adopted in May 2018. Specific standards apply to highways (GNiP RT 32–02–2012 Highways) and traffic management (GOST 23457–86 Technical Means of Road Traffic Management Rules of Application). Urban planning norms and rules have been developed in accordance with the Urban Planning Code and are applied to new road design and road rehabilitation.

The growing portfolio of rehabilitated roads in Tajikistan was reported to require more attention and action on road safety and road asset management to account for increased traffic volumes and loads and higher vehicle speeds.

Improvements in road planning, design, and operation and maintenance are slowly being introduced but remain constrained by weak institutional capacity and inadequate funding, data availability, and evidence-based planning.

With ADB’s financing, an action plan is being implemented to eliminate black spots along especially hazardous road sections.
iRAP reports no activity on road star ratings in Tajikistan. It was reported that a cartographic analysis is carried out annually to identify especially hazardous road sections and that activities are prioritized for their elimination.

**Safe Vehicles**

Vehicle ownership is relatively low at 43 vehicles per 1,000 in 2018, which is similar to Uzbekistan and Afghanistan but much lower than other countries in Central Asia. In 2016, 380,000 of the 440,000 registered vehicles were light vehicles and another 55,000 heavy vehicles and buses.

No vehicle safety regulations from UNECE WP.29 are in place, only regulations and inspections for imported used vehicles. As for periodic inspections, the law requires a mandatory vehicle inspection to be conducted once a year for trucks and twice a year for passenger vehicles.

To address overloading, Decree No. 779 On Approval of the Rules for Using Roads by Vehicles with Loading and Dimensions Exceeding the Established Norms was approved on 29 December 2006.

Also, the Rules for Ensuring the Safety of Road Passenger Transport Operation by Public Transport in the Republic of Tajikistan have been approved. However, it was not possible to get a translated copy to understand the scope of this new legislation.

**Safer Road Users and Road Policing**

**Legal regulations concerning risk factors in road traffic**

According to the Traffic Rules of the Republic of Tajikistan, the speed limit on roads outside settlements are as follows:

- Cars and trucks with a maximum permissible weight of no more than 3.5 tons on highways at a speed of no more than 110 km/h; on other roads no more than 90 km/h;
- Buses and motorcycles on all roads, no more than 90 km/h;
- Buses, cars, and trucks when towing a trailer, trucks with a maximum permissible weight of more than 3.5 tons on highways, no more than 90 km/h; on other roads no more than 70 km/h;
- Vehicles transporting groups of children, no more than 60 km/h;
- Motor vehicles driven by drivers with less than 2 years of driving experience and when learning to drive a motor vehicle; when a vehicle is driven by a learner, no more than 70 km/h;
- For trucks transporting people in the truck bed, no more than 60 km/h;
- Vehicles towing motor vehicles, no more than 50 km/h; and
- Vehicles carrying dangerous goods, heavy and large vehicles, a speed not exceeding the speed specified when coordinating the conditions of transport operations.

**Driver training and examination system**

The Ministry of Interior issues driving licenses. No additional information was provided on the requirements or details of candidate training.

Transport companies conduct annual training, usually a 20-hour course, to improve driver skills and experience for commercial vehicles and issue a certificate on completion.
Structure and organization of the road police
No information available.

Cooperation with international organizations and foreign road police or law enforcement agencies
No information available.

Road safety and road policing strategy and tactics
No information available.

System of penalties
No information available.

Post-Crash Care
Tajikistan has a single national emergency care access number and a national trauma register. Formal certification for prehospital providers is in place but the emergency care systems are not being assessed according to WHO (footnote 2).

Other Issues and Opportunities
The only other issue raised was the need to address overloading by introducing a dynamic weighing system for vehicles, in accordance with the State Building Norms and Standards, taking into account European standard COST 323 for WIM systems. However, no plan for this was reported.

Commitments under the CAREC Road Safety Strategy
The report card questionnaire was received but with little detail attached.

PILLAR 1–Road Safety Management: Five actions were delivered but little documentation was provided for description or support.

PILLAR 2–Safer Roads: No actions were reported to be delivered.

PILLAR 3–Safer Vehicles: All actions were reported to be delivered but without descriptions or references to any documentation.

PILLAR 4–Safer Road Users

PILLAR 5–Post-Crash Care: No actions were reported to have been delivered.

Recommendations
• Implement the draft road safety strategy and adopt fatality reduction targets.
• Address heavy vehicle overloading.
• Apply the vehicle safety standards in UNECE WP.29.
• Establish a road star-rating program followed by a road safety improvement program.
Turkmenistan

Turkmenistan includes CAREC Corridor 2 and Corridor 3 connecting the country to a network that extends west through Azerbaijan to Turkey and Europe, eastward to the PRC, north to Kazakhstan and the Russian Federation, and south to Pakistan’s warm-water ports of Karachi and Gwadar on the Arabian Sea.

This project received little information from Turkmenistan. Hence, the information provided has been collected from other sources.

The estimated number of road traffic fatalities in 2016 were 823, which equals 14.5 fatalities per 100,000 population (footnote 2).

Road Safety Management, Road Safety Strategies, and Targets for Road Safety

WHO reported in 2016 that the lead agency for road safety in Turkmenistan was the Ministry of Health and Medical Industry of Turkmenistan. A fully funded national road safety strategy is said to be in place but no targets are reported.

Safe Roads

Speed limits in Turkmenistan are typically 60 km/h in urban areas, 90 km/h on rural roads, and 110 km/h on motorways.

Audits or star ratings are said to be required for new road infrastructure; however, iRAP reports no activity in the country.

Investments to upgrade high risk locations were reported but no details around the program were to be found.

Safe Vehicles

Around 850,000 vehicles were registered in Turkmenistan in 2014, of which 4% were motorized two- or three-wheelers. None of the vehicle safety regulations in UNECE WP.29 are in place, only regulations and inspections for imported used vehicles.

Safer Road Users and Road Policing

Legal regulations concerning risk factors in road traffic
The blood alcohol concentration limit is set to less than 0.05 and the law requires the use of motorcycle helmets and seat belts (footnote 2).

Driver training and examination system
No data available.

Structure and organization of the road police
No data available.
Cooperation with international organizations and foreign road police or law enforcement agencies
No data available.

Road safety and road policing strategy and tactics
No data available.

System of penalties
No data available.

Post-Crash Care
Turkmenistan has multiple national emergency care access numbers and trauma registers in some facilities. Formal certification for prehospital providers is in place but not emergency care systems assessment according to WHO (footnote 2).

Commitments under the CAREC Road Safety Strategy
The NFP for Turkmenistan had committed to return the report card questionnaire; however, the project team received nothing. Hence, no assessment of progress regarding commitments under the CAREC Road Safety Strategy could be undertaken.

Recommendations
There was insufficient information to make any specific recommendations. However, general recommendations are as follows:

- Capacity and capability building with government officials in road safety management and the Safe System approach.
- Continued development of road safety legislation.
- Apply the vehicle safety standards in UNECE WP.29.
- Improvement of road safety data and developing a national traffic crash data collection system.
- Establish a road star-rating program followed by a road safety improvement program.

Uzbekistan
Considering the size of its population and territory, Uzbekistan has a relatively dense road network and a clear hierarchy of roads. Of the total 183,685 km of roads, 42,676 km make up the core network, of which 98% are paved. The core network can be further grouped into international (3,979 km), national (14,069 km), and regional (local) roads (24,606 km). Uzbekistan also has about 140,000 km of urban and rural roads managed by municipalities and local districts. The more densely trafficked international and national roads in Uzbekistan suffer from backlogs in periodic maintenance and rehabilitation.

The estimated number of road traffic fatalities in 2016 was 3,617 which equals 11.5 fatalities per 100,000 population (footnote 2).
Only the report card questionnaire was received by the project team. Hence, the assessment lacks information from the assessment form and interviews and information has been collected from other sources.

**Road Safety Management, Road Safety Strategies, and Targets for Road Safety**

WHO reported in 2016 that the lead agency for road safety in Uzbekistan is the State Service on Road Safety, Ministry of Internal Affairs of Republic of Uzbekistan. No national road safety strategy is in place and no fatality reduction targets are reported.

**Safe Roads**

Speed limits in Uzbekistan are typically 70 km/h in urban areas and 100 km/h on rural roads.

Audits or star ratings are said to be required for new road infrastructure. Star ratings are said to be undertaken; however, iRAP reports no activity in the country.

Investments to upgrade high risk locations are also reported to be present, but no details were found.

**Safe Vehicles**

There is no information on the number of registered vehicles in Uzbekistan and none of the vehicle safety regulations in UNECE WP.29 are in place, only regulations and inspections for imported used vehicles.

**Safer Road Users and Road Policing**

*Legal regulations concerning factors in road traffic*

There is a national drink driving law in place but no blood alcohol concentration limit. The law requires the use of motorcycle helmets and seat belts but only for the driver (footnote 2).

*Driver training and examination system*

No data available.

*Structure and organization of the road*

No data available.

*Cooperation with international organizations and foreign road police or law enforcement agencies*

No data available.

*Road safety and road policing strategy and tactics*

No data available.

*System of penalties*

No data available.
Post-Crash Care

Uzbekistan has a single national emergency care access number but no information around national trauma register, certification for prehospital providers, or emergency care system assessments.

Commitments under the CAREC Road Safety Strategy

PILLAR 1–Road Safety Management: One of three actions under Effectiveness of Management and Coordination has been delivered and two actions under Access to Good Road Crash Data have been partly delivered. No actions under Access to Reliable Road Crash Data have been delivered. Two of three have been delivered under Funding for Road Safety, two of three under National Road Safety Action Plans, but none under Insurance have been delivered.

PILLAR 2–Safer Roads: All actions under Improving Engineering Design Standards have been delivered, two of three on Road Planning, Design, Construction, and Maintenance meeting the safety needs of all road users, two of three partly delivered under Road Safety Audit, two of three under Eliminating Hazardous Road Locations, two of two partly delivered under Consistency in the Improvement of Safe Roads, and two of three actions delivered under Enhancing Safety at Road Work Sites.

PILLAR 3–Safer Vehicles: Three of three actions were delivered or partly delivered under Vehicle Overloading, two of six with Vehicle Inspection and Maintenance, and two of three under Slow Moving Vehicles.

PILLAR 4–Safer Road Users: Two of three actions in Legislation were delivered, and two of two in Increased Awareness of Risks. Enforcement saw three of five actions fully or partly delivered and Driver Licensing and Training one of four. All actions have been delivered or partly delivered for Vulnerable Road Users and no actions were delivered under Commercial Fleet Safety.

PILLAR 5–Post-Crash Care: Two of three actions in First Responder Services were delivered and two of two in Health and Emergency Care Services. All actions under First Aid and Communications were reported to be delivered.

Recommendations

There was insufficient information to give any specific recommendations. However general recommendations are as follows:

- Capacity and capability building with government officials in road safety management and the Safe System approach.
- Continued development of road safety legislation.
- Application of the vehicle safety standards in UNECE WP.29.
- Improvement of road safety data and developing a national traffic crash data collection system.
- Establishment of a road star-rating program followed by a road safety improvement program.
Main Findings

This summary contains general remarks from the CAREC country review and addresses the most common observations, mostly around the areas of road safety management, safe roads, safe vehicles, road policing and road user behavior, and post-crash care.

The activities in this assignment generated lessons regarding the challenge of tracking and monitoring road safety activities in CAREC countries. From what can be observed, there are many activities in road safety through international stakeholders and organizations in CAREC countries; however, the outcome of such activities has been hard to capture.

Road Safety Management

One issue is the lack of coordination of road safety activities across government agencies, something that was frequently mentioned throughout this project. All countries but one have an appointed lead agency according to WHO. However, when asked which one this was, the responses were often unclear as were the roles and responsibilities of the lead agency in coordinating national road safety activities. Sometimes, the lead is with the police under a Ministry of Internal Affairs or Ministry of Policing, and sometimes the lead is a transport agency. Often these agencies have a dissimilar culture and approach to road safety without a history of collaboration and coordination. These challenges are also emphasized as few countries have established a national road safety coordinating committee or a national road safety council or the like. Hence, one recommendation from this work would be to support the establishment of such a committee. There are good examples as shown in the Kyrgyz Republic, where a road safety strategy has been developed by an interdepartmental committee with acknowledgment from partners that road safety policy cannot be sectoral in nature, but needs a holistic and systemic approach.

Without stating exactly how a national road safety committee should be established in each country, there are good examples where a Ministry of Transport or Ministry of Interior hold the chair and report to the minister or deputy minister of transport. Regardless of how it is set up, the key factor to success and to facilitate a similar strategy would be to establish a committee responsible for continuously mapping, recording, and reporting road safety activities and progress for each CAREC country.

Appointing a lead agency and setting up a national committee could be the outcome of a broader road safety capacity review. This assignment has done a first assessment, however, a broader review based on the World Bank’s Capacity Review Guidelines would give a deeper understanding of the country-specific challenges and opportunities in road safety management.25

Going further, key findings and recommendations could be related either to (i) capacity in road safety management (i.e., the ability to develop strategies and action plans, set up systems for data acquisition and analysis, frameworks for reporting, monitoring, evaluation etc.); or (ii) capacity in the actual implementation of road safety interventions (i.e., road policing capacity and capability, engineering skills, vehicle safety policy development, and road user education and communications).

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Several issues were reported frequently throughout this project. One is the difficulty of maintaining interest and political pressure for road safety because many countries experience rapid changes in government that cause the work to lose momentum. It is clear that some NFPs do not know their country’s commitments under the CAREC Road Safety Strategy because those commitments were made by a former government or the people involved in developing the strategy have moved on without a proper handover.

What needs to be done is to bring the Vision Zero and Safe System approach into legislation or government policy as a bipartisan commitment similar to what has been done in other leading world jurisdictions.26

It is key that government agencies are mandated and given resources to work on this long term goal of eliminating fatalities and serious injuries and action is not based on temporary political commitments that could be changed by a new government.

Another frequently reported issue was capacity building in more contemporary Safe System thinking and Vision Zero planning principles within government. The government officials contacted were sometimes aware of and educated in these concepts and sometimes not, but commonly they reported that it was challenging to get the road safety community to move away from the traditional thinking of blaming the road user to more contemporary thinking around shared responsibility.

Based on these observations, it is recommended that capacity building and training for government officials is undertaken and focuses on Safe System concepts of shared responsibility, the “failing human”, the system perspective, and wholistic thinking.

This should not only be about training sessions in Safe System theory, which has proven to be less effective, since people tend to move within government and take their knowledge with them. Therefore, capacity building also needs to include practical guidance in policy development so the theory around a forgiving road environment, safer vehicles, and effective enforcement gets translated into practice. Training also needs to include how to set up, implement, monitor and evaluate a national road safety strategy and action plan.

Another issue frequently mentioned by the national focal points and in international reviews is the lack of reliable road safety data. That would typically be crash data to start with, as most countries were considered by WHO in 2016 to have unreliable death rate registration data with major underreporting issues. Not only is the crash data unreliable, it often sits with one agency, typically a police agency, without being shared with other road safety partners. This makes it more challenging to develop evidence-based solutions and strategies. However, road safety data would also include data on safety performance indicators like the current status of government policies, traffic laws, outcomes from road infrastructure assessments, and vehicle fleet assessments. Best practice in this context is exemplified by countries that set up cross-government data insight centers, where data are collected, analyzed, and shared between internal and external stakeholders to enable evidence-based strategic responses but also monitoring the implementation of current strategies. This would be challenging as a first step in many CAREC countries where the creation of such centers might need to be undertaken in small incremental steps.

Safe Roads

There are good examples of road infrastructure safety improvements in CAREC countries. However, few countries have a comprehensive program including all the essential elements. Typically, best practice in infrastructure safety would include having (i) road design guidelines for rural roads and urban streets with special attention to vulnerable road users, (ii) speed zoning guidelines for roads and streets, (iii) road safety audits for new road construction, (iv) road network risk assessments or road star-rating programs, and (v) road improvement programs.

Many countries have fulfilled their commitments under the CAREC Road Safety Strategy relating to road engineering capacity building through workshops around road design guidelines and road safety audits. ADB has also finalized a couple of road design guidelines relating to vulnerable road users to facilitate road improvements. This is good progress, hence, what is left is to ensure that all countries fulfill these commitments to upskill engineers and apply best practice road design guidelines. The same applies for road safety audits where some countries already do audits for all road projects and some only for projects funded by external investors.

The key to successful road infrastructure safety improvements is a comprehensive network of risk assessments to ensure that high-risk roads are systematically targeted. This is in contrast to black spot treatments that many countries practice due to poor assessment procedures. With black spot programs, the best-case scenario is that real black spots based on valid crash data are treated, but in the worst-case scenario, action is based on anecdotal evidence. Either way, these black spot treatments often result in crash mitigation issues and therefore seldom have any long term effects at the network level. A better option is to assess the major transport corridors using iRAP followed by a risk-based infrastructure improvement and speed management program. To date, iRAP has activities in 6 of the 11 countries (footnote 22). Such infrastructure programs should include both high-cost transformative investments but also less costly mass actions to be spread around the country and benefit all road users. To put a program like this together requires good data and planning. Hence, training in road safety engineering also needs to include training in effective infrastructure investment planning. In this context, it is worth mentioning that the CAREC Institute has developed several online road safety workshops covering practical training in road safety engineering which are available on the CAREC e-learning platform and that CAREC national capacity building institutions could replicate.27

This could benefit engineering departments within road agencies and specific road safety engineering units put together for specific investment programs (e.g., infrastructure programs funded by international finance institutes). There may also be risks associated with a separate road safety engineering unit as they could remain isolated and detached from daily engineering work. Mainstreaming road safety into existing design and engineering units may be a better long term option. Hence, individual country assessments need to be undertaken.

Safe Vehicles

Vehicle safety is an area of great opportunity for improvement in CAREC countries. The vehicle fleet is old and of poor standard both for light and heavy vehicles. Only by applying the eight priority UN

vehicle safety standards will road safety significantly improve. These vehicle standards are (i) front and side impact, (ii) electronic stability control, (iii) pedestrian front protection, (iv) seat belts, (v) child restraints, and (vi) motorcycle anti-lock braking system. The PRC meets two of these standards and the remaining CAREC countries meet none or one.

The UN General Assembly has also recommended the implementation of new car assessments as New Car Assessment Programs (NCAP) have proved highly effective in raising levels of vehicle safety significantly above the minimum regulatory requirements. According to Global NCAP, there are currently no NCAP activities in the Central Asia region, mainly because no agency has taken the initiative. Hence, it would be worthwhile to support local nongovernmental organizations to encourage governments to sign up for some of the basic vehicle safety regulations and establish an NCAP relevant to Central Asia.

Most countries apply some regulation to imported vehicles, usually not allowing the import of used cars older than 10 years and mandatory import inspections. Periodic vehicle inspections are happening in six countries, however, the requirements are unclear in more than one.

Another area of improvement is overloading. This is an issue for road safety road maintenance and durability. Good examples are Azerbaijan, where heavy vehicle overloading is addressed by using automated weigh stations where overloaded vehicles are automatically detected and fined within the road policing electronic system.

Azerbaijan was planning to implement a vehicle recycling program in the first half of 2021 to enhance road safety and reduce the environmental impact from vehicles. The Georgian initiative to introduce several legislative acts regarding vehicle inspection and maintenance should also be noted in this context.

**Road Policing and Road User Behavior**

The road policing context differs in individual CAREC countries in terms of (i) the legal regulations specifying the rules of road traffic (legislation) and the ability of the traffic police to enforce the law; (ii) the organizational structure of the police and agencies responsible for road traffic enforcement; (iii) strategies and applied tactics to conduct road policing operations, taking into account the general and specific deterrence principles and including health and safety rules for traffic police officers; (iv) training traffic police; and (v) specialized control equipment.

As a general conclusion, the approach to road policing activities based on deterrence principles has not been applied in most CAREC countries. Based on our interviews, the data collection system is not adequate and there were declarations but no examples that enforcement and crash data are analyzed to identify high-risk crash times and locations. Thus, it can be concluded that the data is not fully used for planning police control activities. Another challenge is the gap between planning police actions in the long term (i.e., a road policing strategy) and a clear definition of the goals of police actions aimed at changing the behavior of road users and road trauma prevention.
These observations translate into the operational (tactical) sphere of road policing activities. Due to the lack of strategy and a data driven approach, the adopted tactics may not bring the expected results in reducing road traffic violations. The effectiveness of control activities is a separate issue. The lack of basic equipment in some countries makes it impossible to conduct efficient control activities.

Because the review was carried out through online interviews, it was not possible to observe how the control activities were carried out or to assess the correct use of control devices and the organization of control points, including the application of health and safety regulations by police officers. During the review, information on conducting educational activities was received (e.g., cooperation with schools) but it did not indicate the links between mass media campaigns and police activities. A general recommendation for further enforcement activities is implementing road policing capacity building programs for CAREC countries. These programs are a necessary tool and are further detailed in the recommendations section below.

**Post-Crash Care**

Post-crash care is an area where it was not possible to gather much information, either in the form of report card questionnaire or assessment form data. Anecdotal evidence suggests that many countries have poor coverage of emergency care in rural areas and emergency vehicles are reported to be old and their personnel not always qualified. However, a more thorough assessment is needed along with a comprehensive gap analysis.

Annual monitoring of the regional road safety strategy was approved as part of the regular meetings of the Transport Sector Coordinating Committee. This review was unable to determine to what extent monitoring of the CAREC Road Safety Strategy has been undertaken by the committee. However, given the varying implementation status and lack of information from the CAREC countries, it would seem safe to assume that the monitoring mechanism could be more effective.

To provide technical support and monitor and evaluate the action plan, it is proposed that in the long term a technical secretariat be established at the CAREC Institute. This secretariat would be responsible for the day-to-day oversight of regional road safety efforts and monitoring individual road safety projects and components supported under various national programs. This activity would be closely linked to the monitoring and evaluation program mentioned earlier.

**Recommendations**

These recommendations apply generally across all CAREC countries. The scope of projects that might result from these recommendations should be adapted to the needs of each country.

- Support government efforts to appoint a lead agency for road safety.
- Support government lead agency efforts to establish national road safety councils or coordinating committees, including drafting the committee members, governance structure, standing agenda items, and coordination activities.
• Support government efforts to establish data insight centers with the appropriate capacities in road safety data acquisition and analysis to support national road safety councils, preferably interacting with the Asia-Pacific Road Safety Observatory.\textsuperscript{28}
• To improve road safety data collection and facilitate stakeholders’ ease of access, establish clear guidelines on road safety data ownership and disclosure.
• Support government efforts to put the long term goal of zero road traffic fatalities and injuries into legislation and government policy.
• Implement capacity building activities for government officials in Safe System principles, including policy development and road safety strategy and action plan development and implementation.
• Establish a technical secretariat at the CAREC Institute to provide support and monitor and evaluate action plans.
• Expand the activities of iRAP in more countries and broaden its scope within countries where it already exits.
• Support training to develop Safe System Road Infrastructure programs that build on the iRAP risk assessments and include identification of high-risk routes, development of investment programs, road safety audits, and implementation of road infrastructure improvements.
• Support local nongovernmental organization efforts to encourage governments to apply the recommended UN vehicle safety standards for new vehicles.
• Support government and nongovernmental organization efforts to establish NCAPs relevant to the Central Asia market.
• Support government efforts to develop regulatory frameworks for periodic vehicle inspections, overloading of heavy vehicles, and vehicle imports.

The broad and comprehensive scope of a road policing capacity building program is indicated below. Besides local contexts, the applicable regulations and the possibility of conducting control activities need to be considered in developing such a program:

• Road policing management and leadership
• Capacity building for police to effectively prevent:
  > Alcohol-impaired driving
  > Excess speed
  > Non use of seat belts and child restraints
  > Non use of motorcycle helmets
  > Noncompliance of vehicle safety regulations
• General and specific deterrence principles
• Enforcement tactics, prioritizing activities, data analysis, and recording
• Coordination of activities between agencies
• Crash investigation and reporting processes
• Standard operating procedures, including staff/public health and safety considerations
• Road policing related equipment
• Application of procedural fairness/justice principles

\textsuperscript{28} Asia-Pacific Road Safety Observatory. https://www.aprso.org/.
Summary of the Fulfillment of the Actions in the CAREC Road Safety Strategy

The information provided in relation to the fulfillment of the commitments under the CAREC Road Safety Strategy and the level of delivery of the actions varies significantly by country. As illustrated in Table 1, no details were received from Azerbaijan, Kazakhstan, Pakistan or Turkmenistan. Afghanistan (footnote 1) and Tajikistan provided very little detail, while the Kyrgyz Republic, the PRC, and Uzbekistan provided some detail. Only the replies from Georgia and Mongolia provided a satisfactory level of detail.

Some countries have reported little progress as per the report card questionnaire; however, there are many other initiatives similar to the actions in the CAREC Road Safety Action Plan. Azerbaijan, Georgia, the Kyrgyz Republic, Pakistan, and Tajikistan are all performing well relative to other CAREC countries. Pakistan, for instance, has recently adopted UN vehicle standards and road assessments through PakRAP. Georgia is a relatively strong performer across all areas but especially in road safety management. The Kyrgyz Republic has reportedly developed a multisector road safety action plan with actions during the period 2021–2030.

Mongolia could be considered one of the leading CAREC countries and has performed particularly well in road safety management and safe infrastructure.

In Kazakhstan, Turkmenistan, Uzbekistan, and the PRC, more effort is needed to establish good points of contact, fruitful relationships, and reporting lines to better understand the road safety situation and to enable the development of more targeted recommendations for future actions.

The overall target for the CAREC Road Safety Strategy is to reduce the number of fatalities in CAREC member countries by 50% by 2030 compared to a 2010 baseline. Due to difficulties in receiving timely road fatality data, the latest collective reporting on road fatalities had to be compiled using the WHO Global Status Report on Road Safety from 2018, including fatality numbers from 2016. Even though more recent data should be used to assess the risk of not meeting the 2030 target, it can be concluded that not many countries in the CAREC region are tracking the data needed (Table 2).

<table>
<thead>
<tr>
<th>Country</th>
<th>Road Crash Fatalities 2010</th>
<th>Road Crash Fatalities 2016</th>
<th>Reduction 2010–2016</th>
</tr>
</thead>
<tbody>
<tr>
<td>Afghanistan*</td>
<td>6,209</td>
<td>5,230</td>
<td>-16%</td>
</tr>
<tr>
<td>Azerbaijan</td>
<td>1,202</td>
<td>845</td>
<td>-30%</td>
</tr>
<tr>
<td>Georgia</td>
<td>685</td>
<td>599</td>
<td>-13%</td>
</tr>
<tr>
<td>Kazakhstan</td>
<td>3,514</td>
<td>3,158</td>
<td>-10%</td>
</tr>
<tr>
<td>Kyrgyz Republic</td>
<td>1,022</td>
<td>916</td>
<td>-10%</td>
</tr>
<tr>
<td>Mongolia</td>
<td>491</td>
<td>499</td>
<td>2%</td>
</tr>
<tr>
<td>Pakistan</td>
<td>30,131</td>
<td>27,582</td>
<td>-8%</td>
</tr>
</tbody>
</table>

*continued on next page
Table 2 continued

<table>
<thead>
<tr>
<th>Country</th>
<th>Road Crash Fatalities 2010</th>
<th>Road Crash Fatalities 2016</th>
<th>Reduction 2010–2016</th>
</tr>
</thead>
<tbody>
<tr>
<td>People’s Republic of China(^a)</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>Tajikistan</td>
<td>1,244</td>
<td>1,577</td>
<td>27%</td>
</tr>
<tr>
<td>Turkmenistan</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>Uzbekistan</td>
<td>3,107</td>
<td>Yes</td>
<td>16%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td></td>
<td><strong>-7%</strong></td>
</tr>
</tbody>
</table>

\(^a\) Footnote 1.
\(^b\) Data from Xinjiang Uygur Autonomous Region and Inner Mongolia Autonomous Region, and Turkmenistan are not available.
Pillar 1: Road Safety Management: Implementation and delivery of actions have commenced

**Focus: A. Effectiveness of management and coordination**

**Strategy 1.1: Improve management and coordination of road safety and security across CAREC countries.**

<table>
<thead>
<tr>
<th>Actions</th>
<th>AFG</th>
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<th>TAJ</th>
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<th>UZB</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.1.1 Provide training for those responsible for management and coordination.</td>
<td>No</td>
<td></td>
<td></td>
<td></td>
<td>Yes</td>
<td></td>
<td></td>
<td></td>
<td>Yes</td>
<td></td>
<td>Yes</td>
</tr>
<tr>
<td>1.1.2 Ensure there is a lead agency for road safety in each country with sufficient resources to provide national leadership.</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>No</td>
</tr>
<tr>
<td>1.1.3 Create a CAREC Road Safety Working Group to monitor progress at the regional level.</td>
<td>No</td>
<td></td>
<td>No</td>
<td>No</td>
<td></td>
<td></td>
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<td>No</td>
</tr>
</tbody>
</table>

**Focus: B. Access to good road crash data**

**Strategy 1.2: Improve the effectiveness and accuracy of the systems for the collection and analysis of crash data across CAREC corridors.**

<table>
<thead>
<tr>
<th>Actions</th>
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</tr>
</thead>
<tbody>
<tr>
<td>1.2.1 Establish and/or improve existing crash data systems in each CAREC country so that crash data for CAREC corridors is available.</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Yes</td>
</tr>
<tr>
<td>1.2.2 Provide training for those responsible for managing data systems.</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
</tr>
</tbody>
</table>

**Focus: B. Access to reliable road crash data**

**Strategy 1.3: Ensure regulations in each CAREC country allow access to crash data by authorized agencies responsible for road safety.**

<table>
<thead>
<tr>
<th>Actions</th>
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<th>PRC</th>
<th>TAJ</th>
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<th>UZB</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.3.1 Provide all national agencies that have responsibilities for road safety with access to the national crash database for planning, research and monitoring purposes.</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
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### Focus: C. Funding for road safety

**Strategy 1.4: Provide mechanisms for allocating sufficient resources to improve road safety in CAREC corridors.**

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<tr>
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</tr>
</thead>
<tbody>
<tr>
<td>1.4.1 Provide a portion of funding for CAREC road corridor development projects for road safety activities.</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td></td>
<td>Yes</td>
<td>Yes</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>1.4.2 Develop sustainable funding sources for road safety within CAREC countries from, for example, compulsory insurance schemes, revenue from traffic fines, or vehicle registration.</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td>1.4.3 Seek funding from external sources to augment national road safety budgets.</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
<td>Yes</td>
<td></td>
<td>Yes</td>
<td>Yes</td>
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</tbody>
</table>

### Focus: D. National Road Safety Action Plans

**Strategy 1.5: Support the development and implementation of national road safety action plans in all CAREC countries.**

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<thead>
<tr>
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</tr>
</thead>
<tbody>
<tr>
<td>1.5.1 Provide training on developing and implementing effective road safety action plans.</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td></td>
<td></td>
<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td>1.5.2 Undertake regular monitoring of national road safety action plans and evaluate outcomes to provide feedback to improve road safety intervention development and delivery.</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
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### Appendix

#### Focus: E. Insurance

**Strategy 1.6: Improve regulations for vehicle insurance requirements across CAREC countries so quality health care is available to all crash victims.**

| Actions                                                                 | AFG | AZE | GEO | KAZ | KGZ | MON | PAK | PRC | TAJ | TKM | UZB |
|-------------------------------------------------------------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| 1.6.1 Review the effectiveness of legislation frameworks for vehicle insurance requirements across CAREC countries. | No  | No  | Yes | Yes | Yes | No  | No  | No  | Yes | No  | Yes | No  |
| 1.6.2 Strengthen legislative frameworks based on the findings of the review. | No  | No  | No  | No  | No  | No  | No  | No  | No  | No  | Yes | No  |

AFG = Afghanistan, AZE = Azerbaijan, GEO = Georgia, KAZ = Kazakhstan, KGZ = Kyrgyz Republic, MON = Mongolia, PAK = Pakistan, PRC = People’s Republic of China, TAJ = Tajikistan, TKM = Turkmenistan, UZB = Uzbekistan.


Source: CAREC transport secretariat.

#### Pillar 2: Safer Roads: Implementation and delivery of actions have commenced

**Focus: A. Improving engineering design standards**

**Strategy 2.1: Improve existing road engineering standards to bring them up to date with international safety practices.**

| Actions                                                                 | AFG | AZE | GEO | KAZ | KGZ | MON | PAK | PRC | TAJ | TKM | UZB |
|-------------------------------------------------------------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| 2.1.1 Review existing design standards for CAREC highways in the light of international good practice. | No  | Yes | No  | No  | Yes | No  | No  | Yes | Yes | Yes | Yes | Yes |
| 2.1.2 Develop and implement a system to improve design standards for CAREC highways to conform with internationally accepted standards for road safety engineering. | No  | Yes | No  | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |

Table continued

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</thead>
<tbody>
<tr>
<td>2.1.3 Provide training to highway engineers to support implementation of revised design standards for CAREC highways at the national level in each member country.</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
</tr>
</tbody>
</table>

**Focus: B. Road planning, design, construction, and maintenance meeting the safety needs of all road users**

**Strategy 2.2: Ensure the safety needs for all road users are included in road planning, design, construction, improvement, management, and maintenance of CAREC corridors.**

| 2.2.1 Review existing approaches and procedures for ensuring safety of vulnerable road users (pedestrians, bicyclists, motorcyclists), operators of agricultural machinery, and farmers moving livestock using the CAREC corridor. | No  | Yes | No  | Yes | No  | Yes | No  | No  | Yes | Yes |
| 2.2.2 Develop guidelines based on international good practice to ensure the needs of all road users are taken into account during the planning, design, construction, improvement, and maintenance of CAREC highways. | No  | Yes | Yes | No  | No  | Yes | No  | No  | Yes | Yes |
| 2.2.3 Provide training to support implementation of the guidelines at the national level in CAREC member countries. | No  | Yes | No  | No  | Yes | No  | Yes | No  | No  | Yes |

**Focus: C. Road safety audit**

**Strategy 2.3: Introduce or enhance the widespread use of the road safety audit process.**

| 2.3.1 Introduce or expand the road safety audit process into road agencies to ensure that safety issues are resolved and addressed during the design of new projects on CAREC highways. | No  | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |

continued on next page
### Focus: D. Eliminating hazardous road locations

#### Strategy 2.4: Eliminate hazardous road locations (black spots) on existing CAREC corridors.

<table>
<thead>
<tr>
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</thead>
<tbody>
<tr>
<td>2.4.1 Establish an effective system for black spot identification for the CAREC road network with a built-in system of value-for-money assessment.</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>2.4.2 Provide training for traffic police and engineers in crash investigation and black spot identification.</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>2.4.3 Establish a remedial program to eliminate black spots on the CAREC road network subject to value for money assessments.</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
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</table>

### Focus: E. Consistency in the improvement of safe roads

#### Strategy 2.5: Improve consistency in the provision of safe roads across CAREC corridors.

<table>
<thead>
<tr>
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<th>TAJ</th>
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</tr>
</thead>
<tbody>
<tr>
<td>2.5.1 Provide training for engineers to carry out design stage road safety audits of road projects along the CAREC road network.</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>2.5.2 Undertake road safety inspections of the CAREC road network, and establish a works improvement program.</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
</tr>
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### Focus: F. Enhancing safety at road work sites

#### Strategy 2.6: Improve safety at road work sites along CAREC corridors to provide protection for road workers and road users.

<table>
<thead>
<tr>
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<th>TAJ</th>
<th>TKM</th>
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</tr>
</thead>
<tbody>
<tr>
<td>2.6.1 Develop and disseminate a uniform safe approach to provide road safety at work sites along CAREC highways equal to the best world safety practices.</td>
<td>No</td>
<td></td>
<td>Yes</td>
<td>Yes</td>
<td></td>
<td>No</td>
<td></td>
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<td>No</td>
</tr>
<tr>
<td>2.6.2 Incorporate good road work site practices in contract documents for road works on CAREC corridors.</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td></td>
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<td>Yes</td>
<td></td>
</tr>
<tr>
<td>2.6.3 Ensure good practice is used on all contracts for road works on CAREC corridors by 2019.</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>No</td>
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<td>Yes</td>
</tr>
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</table>

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Source: CAREC transport secretariat.

### Pillar 3: Safer Vehicles: Implementation and delivery of actions have commenced

#### Focus: A. Vehicle overloading

#### Strategy 3.1: Improve the level of compliance of heavy vehicle configuration for axles, axle loadings, and dimensions across all CAREC countries.

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</thead>
<tbody>
<tr>
<td>3.1.1 Provide training for the agencies in CAREC countries responsible for effective enforcement of vehicle dimension and weight limits.</td>
<td>No</td>
<td></td>
<td>Yes</td>
<td>Yes</td>
<td></td>
<td></td>
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<td>Yes</td>
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<tr>
<td>3.1.2 Provide equipment for weighing and checking safety of heavy vehicles using CAREC corridors.</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
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<td>Yes</td>
<td>Yes</td>
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### Focus: B. Vehicle inspection and maintenance

**Strategy 3.2: Ensure that vehicles operating on CAREC corridors are mechanically sound and comply with vehicle safety requirements.**

<table>
<thead>
<tr>
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<th>TKM</th>
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</tr>
</thead>
<tbody>
<tr>
<td>3.2.1 Create opportunities for CAREC countries to share expertise and knowledge to ensure consistency of vehicle inspection and maintenance systems across CAREC countries.</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>3.2.2 Review legislative frameworks for vehicle inspection and maintenance systems in CAREC countries.</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
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</tr>
<tr>
<td>3.2.3 Conduct a legislative review of vehicle standards across CAREC countries to ensure they are at a level that promotes safety.</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
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<tr>
<td>3.2.4 Upgrade vehicle testing equipment and processes in CAREC countries as required.</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
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</tr>
<tr>
<td>3.2.5 Ensure that the skills of those maintaining and testing vehicles are at a level that maximizes the safety of vehicles on roads in CAREC countries.</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
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<tr>
<td>3.2.6 Review vehicle registration systems to ensure that compulsory vehicle testing and insurance is a component.</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
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</tbody>
</table>
### Focus: C. Slow moving vehicles

**Strategy 3.3: Ensure that slow-moving vehicles do not create safety hazards for other road users.**

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<tr>
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</tr>
</thead>
<tbody>
<tr>
<td>3.3.1 Review the effectiveness of legislation and enforcement for safety relating to slow-moving vehicles that may use CAREC corridors.</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
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<tr>
<td>3.3.2 Implement recommendations for enhancing road safety conditions for users of slow-moving vehicles.</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
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<tr>
<td>3.3.3 Build public awareness of the risks of mixing slow vehicles with high speed international traffic on CAREC highways.</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
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</tbody>
</table>

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Source: CAREC transport secretariat.

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### Pillar 4: Safer Road Users: Implementation and delivery of actions have commenced

**Focus: A. Legislation**

**Strategy 4.1: Ensure that legislation promotes and prioritizes road safety on CAREC corridors.**

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</thead>
<tbody>
<tr>
<td>4.1.1 Provide training on effective reviews of legislative frameworks.</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
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<td>Yes</td>
</tr>
<tr>
<td>4.1.2 Carry out a review of the legislative framework in each CAREC country to ensure it reflects good practice and promotes and prioritizes road safety.</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
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<td></td>
<td></td>
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<td>Yes</td>
</tr>
<tr>
<td>4.1.3 Recommend modifications and amendments to the legislative framework in each CAREC country.</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
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### Focus: B. Increasing awareness of risks

**Strategy 4.2: Improve the level of awareness of road crash risks for all road users through effective education and communication.**

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</thead>
<tbody>
<tr>
<td>4.2.1 Provide training for road safety agencies on good practice in developing, implementing, and monitoring effective public awareness and education campaigns.</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
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<td>Yes</td>
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<tr>
<td>4.2.2 Provide support for implementing effective public awareness and education campaigns.</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
<td>Yes</td>
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### Focus: C. Enforcement

**Strategy 4.3: Enhance enforcement efforts by authorized agencies on CAREC corridors.**

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</thead>
<tbody>
<tr>
<td>4.3.1 Provide training for traffic police on international good practice methods of enforcement.</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
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<tr>
<td>4.3.2 Provide equipment needed to enhance enforcement efforts, especially as it relates to speed and alcohol and drug impairment.</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
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<td>Yes</td>
</tr>
<tr>
<td>4.3.3 Ensure enforcement activities are supported by effective public awareness campaigns to increase deterrence.</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
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<td>Yes</td>
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<tr>
<td>4.3.4 Carry out reviews of sanctions for traffic offenses to ensure these allow for effective enforcement and compliance with road rules.</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
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<td>Yes</td>
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<tr>
<td>4.3.5 Engage and empower the public to report traffic offenders and make complaints to support and improve enforcement efforts.</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
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### Focus: D. Driver licencing and training

**Strategy 4.4: Improve the quality of driver licensing and training for drivers to enhance safety.**

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<tbody>
<tr>
<td>4.4.1 Review driver licensing requirements and practices in CAREC countries to ensure they prioritize safety to bring about harmonization of such requirements.</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
</tr>
<tr>
<td>4.4.2 Improve the quality of driver licensing requirements and practices in CAREC countries.</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
</tr>
<tr>
<td>4.4.3 Ensure that CAREC countries adopt a system for recording traffic offense information on drivers that allows for cumulative sanctions, including suspension or cancellation of licenses.</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>4.4.4 Investigate the establishment of a system for sharing license and traffic offense information between countries for drivers crossing borders.</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
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### Focus: E. Vulnerable Road Users

**Strategy 4.5: Improve the safety of vulnerable road users on CAREC corridors.**

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</thead>
<tbody>
<tr>
<td>4.5.1 Identify locations along CAREC corridors where vulnerable road users are at risk.</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>4.5.2 Prepare risk reduction plans for each location and for different types of vulnerable road users and estimate their implementation costs.</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
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<tr>
<td>4.5.3 Implement plans for minimizing road safety risks for vulnerable road users.</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
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</table>
### Focus: F. Commercial fleet safety

**Strategy 4.6: Ensure that commercial vehicles using CAREC corridors are operated in a safe manner.**

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</thead>
<tbody>
<tr>
<td>4.6.1 Provide training on effective fleet safety management to private and public sector operators.</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
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<tr>
<td>4.6.2 Review national fleet safety regulations, standards, and practices, including technology-based solutions.</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
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<td>No</td>
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<tr>
<td>4.6.3 Increase the knowledge of drivers and fleet operators on safe driving practices.</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
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<td>No</td>
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<tr>
<td>4.6.4. Raise awareness among commercial drivers of route facilities (e.g., rest stops and service centers), road conditions, and route characteristics on CAREC corridors.</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
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Source: CAREC transport secretariat.

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### Pillar 5: Post-Crash Management: Implementation and delivery of actions have commenced

#### Focus: A. First responder services

**Strategy 5.1: Ensure access to high quality first responder services across all CAREC corridors.**

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<tbody>
<tr>
<td>5.1.1 Carry out a comprehensive review and audit of post-crash emergency response.</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
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<td>Yes</td>
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<tr>
<td>5.1.2 Provide for and establish a network of emergency responders in rural and urban areas (medical, fire, police, search and rescue).</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
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### Focus: B. Health and emergency care services

**Strategy 5.2: Improve health and emergency care services throughout all CAREC corridors ensuring that treatment can be provided within a minimum time period.**

<table>
<thead>
<tr>
<th>5.2.1 Provide timely emergency medical response along CAREC corridors ensuring that no part of a CAREC corridor is more than 1 hour from medical assistance.</th>
<th>No</th>
<th>Yes</th>
<th>Yes</th>
<th>No</th>
<th>Yes</th>
</tr>
</thead>
<tbody>
<tr>
<td>5.2.2 Ensure that trauma treatment centres are adequately staffed by trained personnel and have equipment to conduct required treatments.</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
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</table>

### Focus: C. First Aid

**Strategy 5.3: Ensure professional drivers have the knowledge and skills to provide first aid to road crash victims when required.**

<table>
<thead>
<tr>
<th>5.3.1 Include a requirement for goods and public transport vehicles to carry an appropriate level of first aid equipment and for drivers to receive first response training.</th>
<th>No</th>
<th>Yes</th>
<th>Yes</th>
<th>No</th>
<th>Yes</th>
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</thead>
<tbody>
<tr>
<td>5.3.2 Implement programs for strengthening first aid knowledge of drivers.</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
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</tbody>
</table>

### Focus: D. Communication

**Strategy 5.4: Ensure that all sections of CAREC road corridors are covered by modern and reliable communication devices.**

| 5.4.1 Ensure modern and reliable communication coverage for all sections of CAREC corridors and a single emergency call number. | No | Yes | Yes | Yes | Yes |

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<tbody>
<tr>
<td>5.4.2 Ensure emergency phone numbers with multi lingual capability are widely known to both national and international road users.</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
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Source: CAREC transport secretariat.
Road Safety Report Card for the CAREC Region

This report provides a snapshot view of road safety conditions in 11 Central Asia Regional Economic cooperation (CAREC) member countries. It shows the status of key road safety issues in each country, progress toward national policies, and the actions taken toward achieving the objectives of the CAREC Road Safety Action Plan. The information in this report will help development partners identify priorities, resources, and possible actions to help CAREC member countries improve road safety and reduce the financial and human cost of road traffic accidents.

About the Central Asia Regional Economic Cooperation Program

The Central Asia Regional Economic Cooperation (CAREC) Program is a partnership of 11 member countries and development partners working together to promote development through cooperation, leading to accelerated economic growth and poverty reduction. It is guided by the overarching vision of “Good Neighbors, Good Partners, and Good Prospects.” CAREC countries include: Afghanistan, Azerbaijan, the People’s Republic of China, Georgia, Kazakhstan, the Kyrgyz Republic, Mongolia, Pakistan, Tajikistan, Turkmenistan, and Uzbekistan.

About the Asian Development Bank

ADB is committed to achieving a prosperous, inclusive, resilient, and sustainable Asia and the Pacific, while sustaining its efforts to eradicate extreme poverty. Established in 1966, it is owned by 68 members—49 from the region. Its main instruments for helping its developing member countries are policy dialogue, loans, equity investments, guarantees, grants, and technical assistance.