



# 22nd Transport Sector Coordinating Committee Meeting

16–17 June 2025 • Bishkek, Kyrgyz Republic

22-е заседание Координационного  
комитета по транспортному сектору

16–17 июня 2025 года • Бишкек, Кыргызская Республика

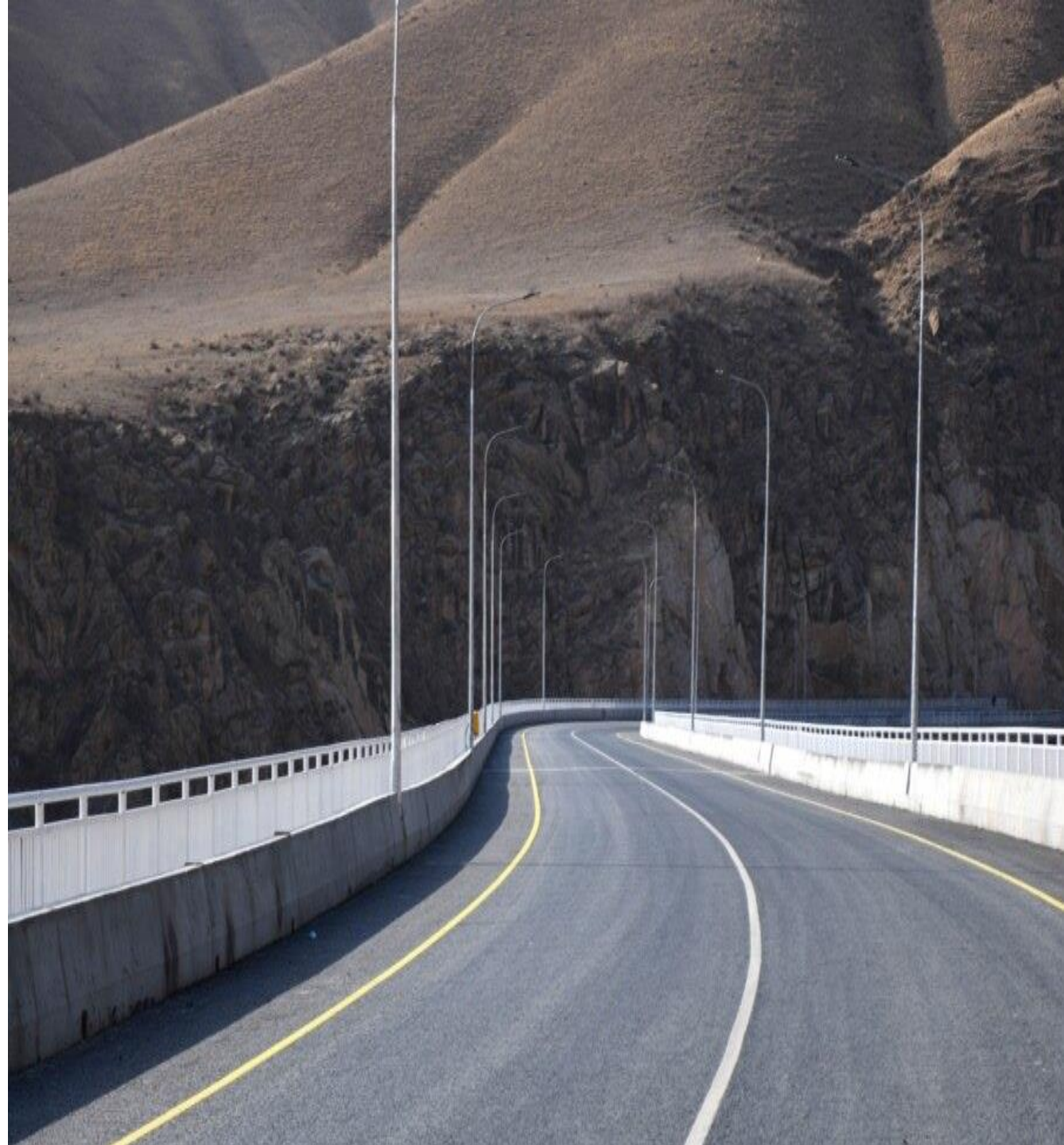
# Road safety and asset management developments in the Kyrgyz Republic

**Mr. Bazaraliev Beknazar  
Toktosunovich**

Deputy Minister of Transport and  
Communications of the Kyrgyz Republic

A collage of transportation-related images including an airplane, a bus, a road sign, a train, and a truck, overlaid with a white geometric pattern of lines and triangles.

# Road safety developments in the Kyrgyz Republic



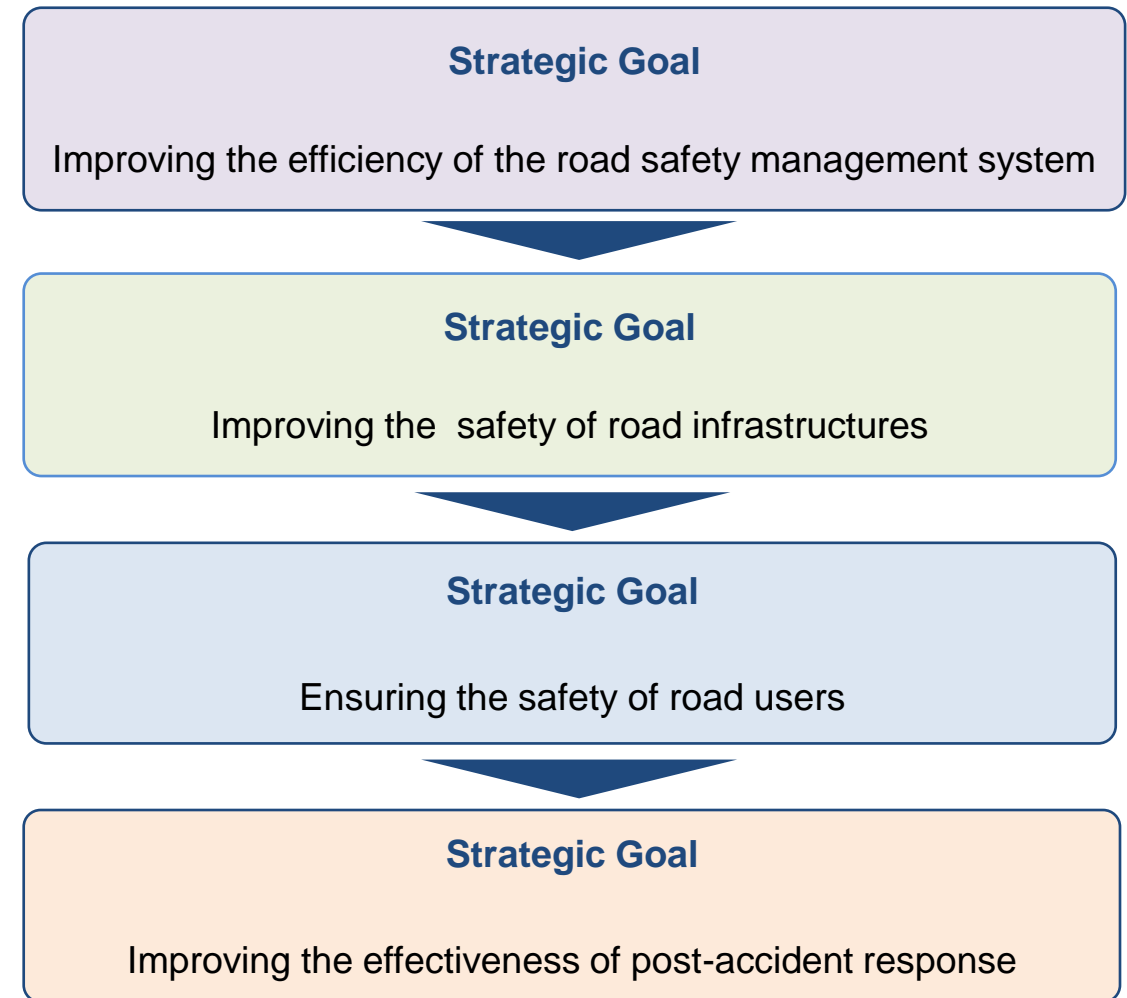
# ROAD SAFETY TARGETS OF THE KYRGYZ REPUBLIC TILL 2030

In 2023 was approved very ambitious **Road Safety Strategy for the period 2023 – 2027** which will cover **all topics** of road safety: **infrastructure, control, social impact, vehicle safety, legislation**

In parallel Kyrgyzstan joined the **CAREC road safety strategy** which main target is to reduce the number of fatalities on CAREC road corridors by **50% in 2030** as compared with the **2010 (985 death in 2010 and 812 in 2020) base level**\*\*

**“make CAREC international road corridors safe, efficient, and attractive for all road users”\***

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



The structure of Road Safety Strategy of the Kyrgyzstan for the period 2023-2027

# PROJECT: SELECTION OF CONSULTING SERVICES FOR ROAD SAFETY AUDIT AND TECHNOLOGY CONSULTANTS (CRP-AF)



Support MoTC to develop and adopt RSA procedure, train and certificate experts, review and update technical legislation



Client: **Ministry of transport and communications** of the Kyrgyz Republic



Funded by **ADB**



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



Duration: **01.03.2023 – 31.12.2025**



The structure of the Project

# ROAD SAFETY UNIT ESTABLISHMENT AND APPOINTMENT OF ROAD SAFETY AUDIT ORGANIZATION

The Road Safety Unit, responsible for the forming and supervising Road Safety Policy implementation, analysing of road safety statistics and ensuring timely legislation update under the MoTC was established on **12.2024** by the order of the Minister

**Up to 4 specialists** will work in the newly established **Road Safety Unit** and **will be equipped with all necessary equipment**: computers and tablets with special software, drones, cameras, speed and distance measure devices

For the performing **Road Safety Audits, analysing road safety accidents and identification of Black Spots** by the order of the Cabinet of Ministers and decree of Minister of MoTC is appointed **Production and Innovation Centre** under the MoTC on **11.2024**

Supervising the overall Road Safety Activities and Road Safety Strategy implementation

- MoTC
- MoIA
- Cabinet of Ministers
- Other Ministries

Forming and supervising Road Safety Policy implementation, analysing of road safety statistics and ensuring timely legislation update

- Road Safety Unit under the MoTC
- Road Police

Ordering and performing of Road Safety Audits, accident analysis, Black Spots identification

- Production and innovation center
- Department of road asset under the MoTC
- Road Design Institute
- Private companies
- KSTU

Responsibilities sharing structure

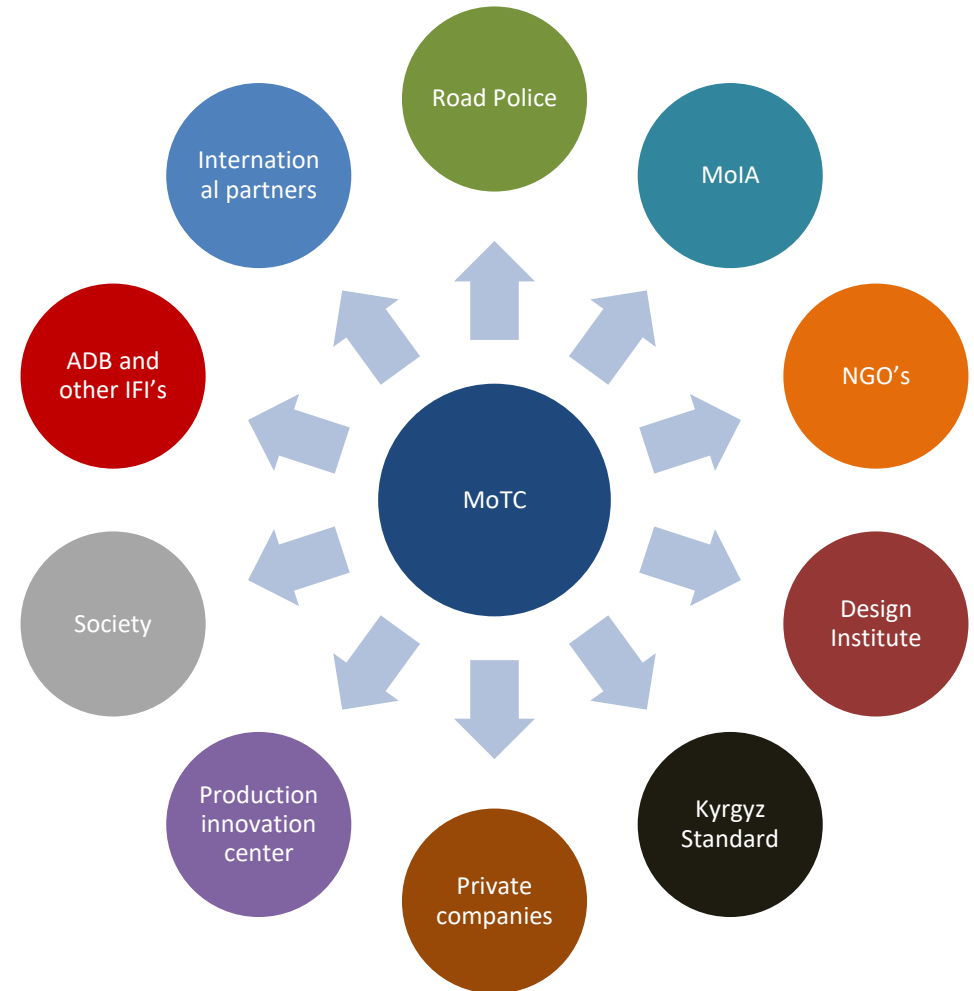
# COOPERATION BETWEEN VARIOUS STAKEHOLDERS AND CAPACITY BUILDING ACTIVITIES

While implementing the Project, **MoTC together with the Consultant initiated close collaboration** between various stakeholders responsible for the road safety: **police, NGO's, various ministries, design institute, etc.**

**The cooperation was established** by organising **joint workshops, study tours, working meetings, etc.**

**The cooperation between various stakeholders ensures closer cooperation, common understand of the problems and more professional decision-making process, data exchange, etc.**

**In 2024 was organised** study tour for the responsible for road safety Kyrgyz organizations' representers to the **3 European Countries** (Lithuania, Austria and Netherlands) to get the best international practice. This tour **was very successful** not only for the gathering the practice, but even for the **better cooperation between institutions** and letting to form a joint vision for the future activities



Partners for the road safety cooperation in Kyrgyzstan

# INTRODUCTION OF ROAD SAFETY AUDIT PROCEDURE IN THE KYRGYZ REPUBLIC

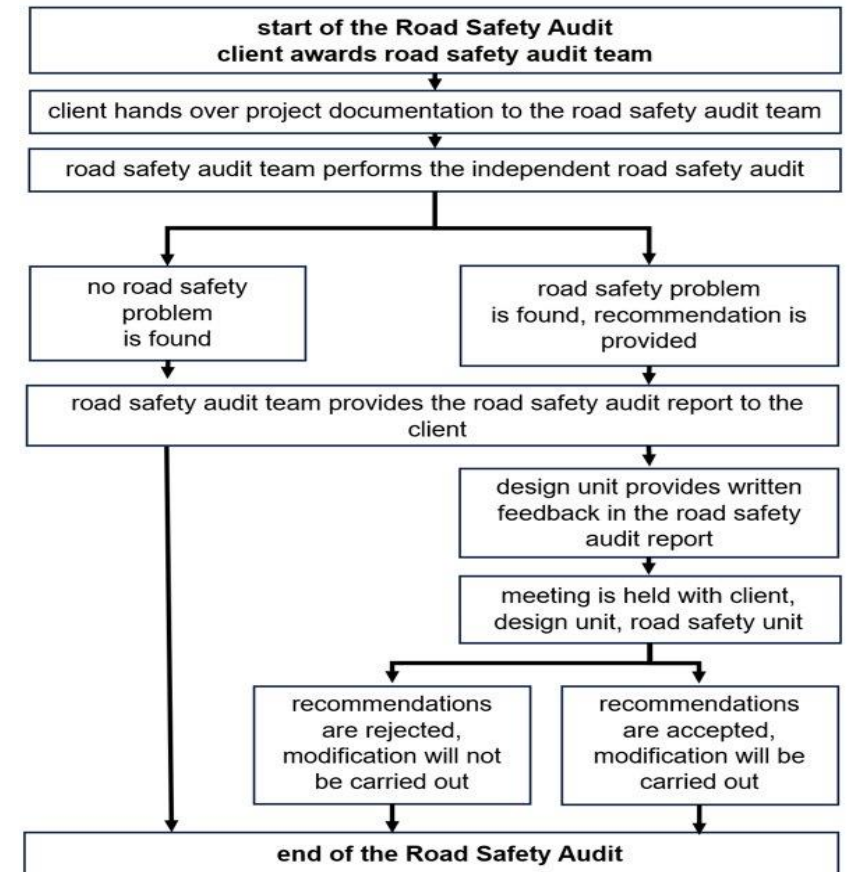
Introduction of Road Safety Audit in Kyrgyz Republic will be ensured by **changing existing legislation** and by approval of the **Cabinet of Ministers**

The **comprehensive** and based on the best international practice **Road Safety Audit Manual** is developed and will be approved by the **order of the Minister**

It is **introduced 5 stages of Road Safety Audit**, from which **5<sup>th</sup> stage** of Road Safety Audit is **identical to the Road Safety Inspection**

It is expected to **finish official approval** of Road Safety Audit introduction procedure **in upcoming months**

**In 2025** will be performed **5 Road Safety Audits** for the most important Road reconstruction projects



Road Safety Audit Process

# **TRAINING AND CERTIFICATION OF THE ROAD SAFETY AUDITORS AND ROAD SAFETY CURRICULUM FOR THE KSTU**

**The responsible body** for the Road Safety Auditors training, examination and certification is **selected KSTU (Kyrgyz State Technical University)**

Till the end of **2025 ±30 Road Safety Auditors** will be **trained and Certified**

**7 trainers** from **KSTU** are trained to perform Road Safety Auditors trainings self-standing and will perform Road Safety Auditors qualification improvement **trainings in the future**

**From September 2025** the updated Curricula of **road and transport study modules** at KSTU will be **introduced by adding road safety fundamentals lectures**

The **study modules** will be **updated for the 2<sup>nd</sup>, 3<sup>rd</sup> and 4<sup>th</sup>** year bachelors' studies

The **study modules** will be updated for the **1<sup>st</sup> and 2<sup>nd</sup>** year masters' studies



Moments of RSA trainings

# REVIEW, UPDATE AND APPROVE TECHNICAL AND NORMATIVE REGULATIONS

More than **230** existing technical norms (Gost, SniPs, etc.), valid in Kyrgyz Republic, are **reviewed, compared** with the best international practice and **detailed recommendations for the update are prepared**

In parallel, **new technical norms for the dedicated road safety measures, pedestrians' infrastructure** (crossings and pathways) and **roundabouts** are developed and **will be approved** by Kyrgyz Standard agency in **2025**

After the performing of the existing technical normatives' **GAP analysis**, comprehensive **Technical Note with innovative solutions is prepared** and will be **approved in 2025**

For the **possibility to use** either **not legalised in Kyrgyz Republic road safety decisions** either **other countries** (CAREC, Austria, Lithuania, etc.) **legal documents official Design Exception Procedure is prepared** and will be **approved in 2025**



Draft

## DECLARATION OF THE CABINET OF MINISTERS OF THE KYRGYZ REPUBLIC

### On improving road safety measures (design exception procedure)

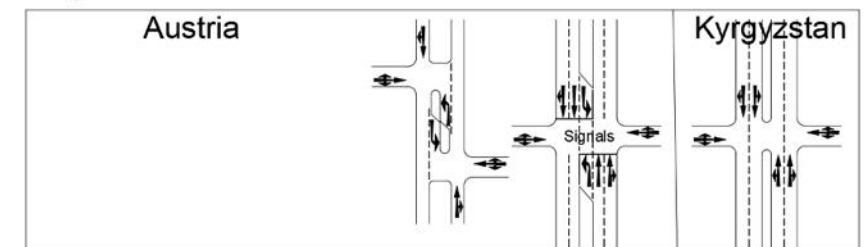
In order to apply measures to improve road safety in the Kyrgyz Republic on public roads based on international road safety achievements, new technologies and data analysis, implementation of measures provided by the Resolution of the Cabinet of Ministers of the Kyrgyz Republic "On Approval of the National Road Safety Strategy in the Kyrgyz Republic for 2023-2027" dated February 6, 2023 № 50, the law of the Kyrgyz Republic "On automobile Roads" dated May 22, 2023 № 104 and in accordance with the legislation of the Kyrgyz Republic. The Cabinet of Ministers of the Kyrgyz Republic decides:

Draft of the Design Exception Procedure approval order

### Intersection Layouts



City Area



Comparison of the Norms between Kyrgyzstan and Austria



# DEVELOPMENT OF IT-BASED TOOL FOR AUTOMATIC BLACK SPOT IDENTIFICATION AND ACCIDENT ANALYSIS

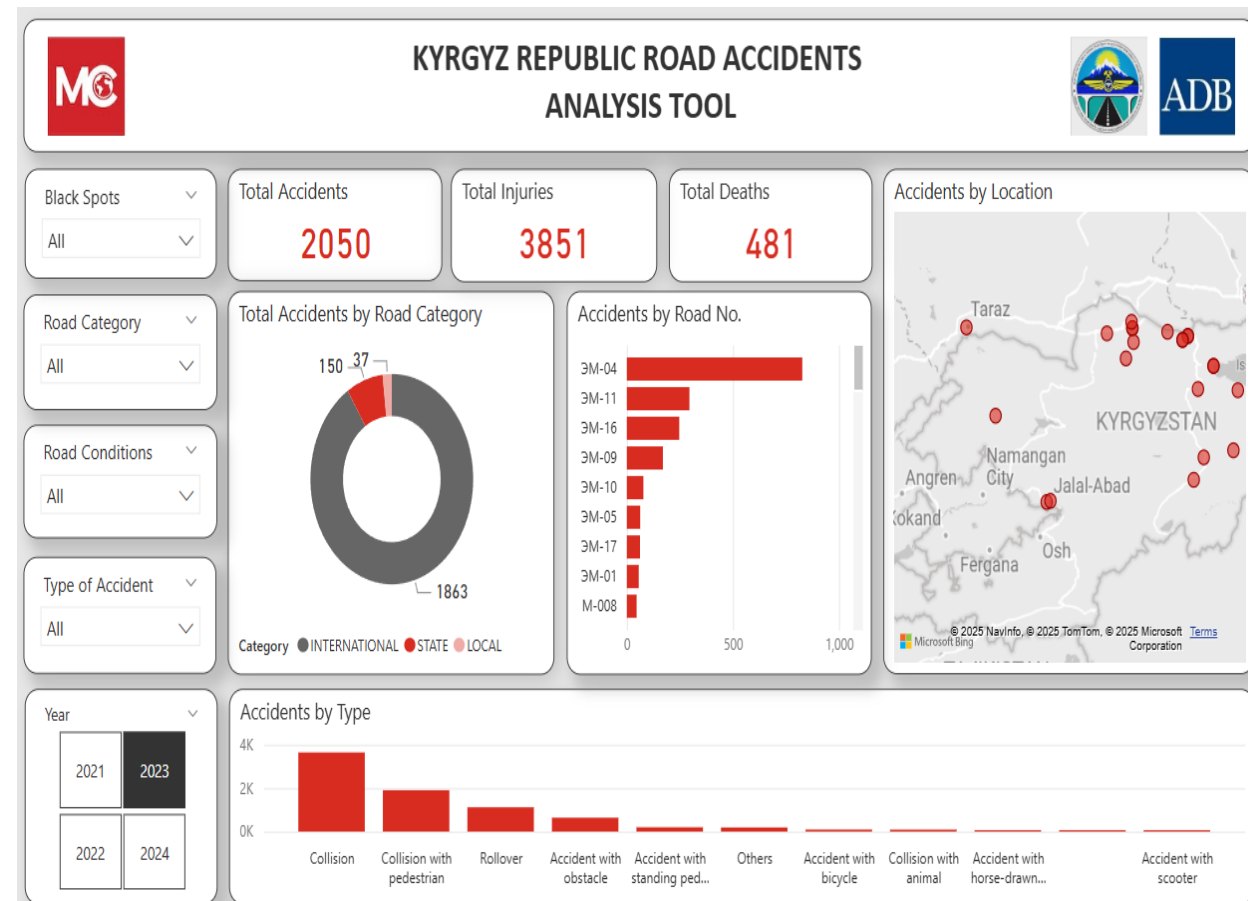
IT-based tool for the annual **automatic Black Spots identification** is being developed on **open-source platforms**

The road accident data from the MoIA (**Police**) accidents' database is exported, aggregated and transferred to **newly developed MoTC** road accidents' database

**Power BI** based road accidents analysis tool is **being developed for MoTC experts**

The accidents' database will be exchanged/integrated with **RAMS** and other **MoTC** owned databases/systems and will ensure better decision-making process

The open-map for the road accidents' visualisation is being developed and will be open for the society to inform about **Black Spots' places** on the Kyrgyz roads



Screen example of the newly developed road accident analysis tool for the Kyrgyzstan

# OUTCOMES

1

Officially established Road Safety Unit under the MoTC and appointed dedicated organization (Production Innovation Centre) for performing RSA's will ensure the sustainable coordination and implementation of road safety activities in the future

2

Trained and certified Road Safety Auditors together with updated Curriculum at Kyrgyz State Technical University for bachelors and masters' studies will let to grow new generation of road engineers and Road Safety Auditors

3

Officially introduced Road Safety Audit Procedure and updated normative and technical legislation by the best international practice will enable to design and build much safer roads in the nearest future

4

New accidents' database and accident analysis tool will allow effectively introduce data-driven approach for the decision making and will allow more effectively identify Black Spots and perform iRAP surveying

5

Strengthened cooperation between various stakeholders will ensure common road safety targets implementation in the more sustainable way

**THE MOST IMPORTANT!**

**ALL THE ACTIVITIES WILL PUT THE SUSTAINABLE BASEMENT FOR THE ROAD SAFETY IMPROVEMENT IN THE NEAREST FUTURE**

**Road Asset  
Management  
developments in the  
Kyrgyz Republic**

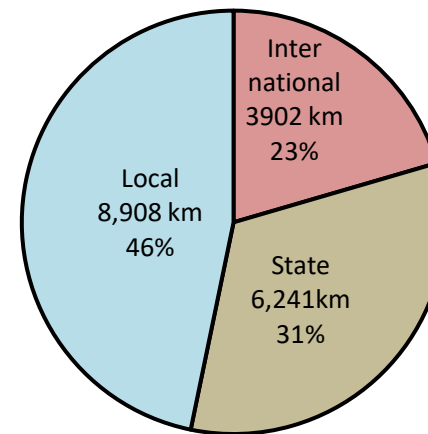


## RAMS DEVELOPMENT IN MOTC – 15 YEARS HISTORY

Year & Project	Development Partner
2010 - Roughness data collection to build capacity of Road Maintenance	JICA
2010-2013 - National Road Rehabilitation Project with basic RAMS	World Bank
2018-2021 RAMS Phase I	ADB
2023 – 2025 RAMS Phase II	ADB
2026 - RAMS Phase III	ADB

- Continuous Development
- Development partners support
- Based on a business process study
- Sustainable

Total network 19,051 km

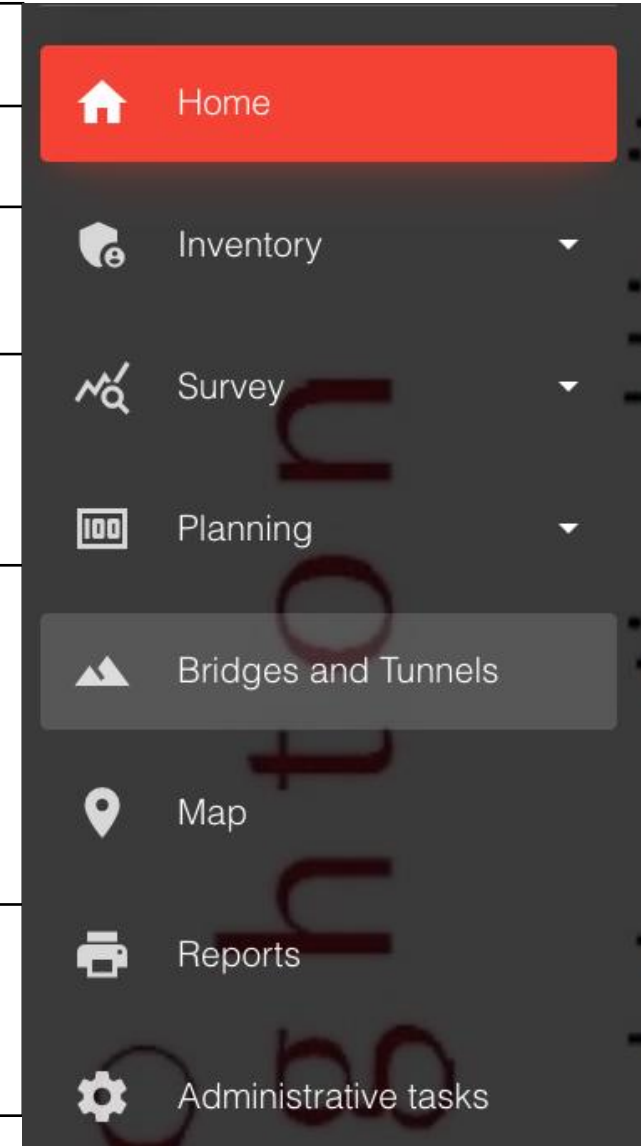


### AIMS

- Improved Road Maintenance
- Safe Roads
- Preserve the Asset

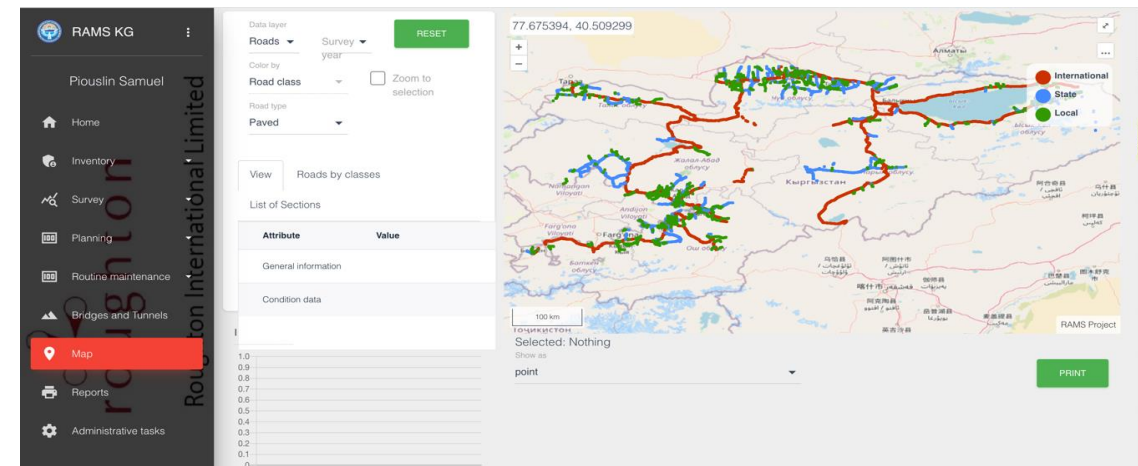
## CURRENT FEATURES IN RAMS -2025

Features Available	Benefits
Custom Developed	Changes possible
Web-Based	Upgraded from Local Area Network. Several staff can access simultaneously
Data import facility added	Inhouse data collection During Phase I data processing was done outside Kyrgyzstan. Now by PIC
User friendly Planning module. <ul style="list-style-type: none"> <li>• Optimisation</li> <li>• Prioritisation</li> </ul>	<ul style="list-style-type: none"> <li>• Generates works for each section and gives the cost.</li> <li>• If money is not available, prioritised projects can be generated for the available funding</li> <li>• Generates title list</li> </ul>
Reports module added	Updated information readily made available through 12 reports. Some of them can be exported in spreadsheets



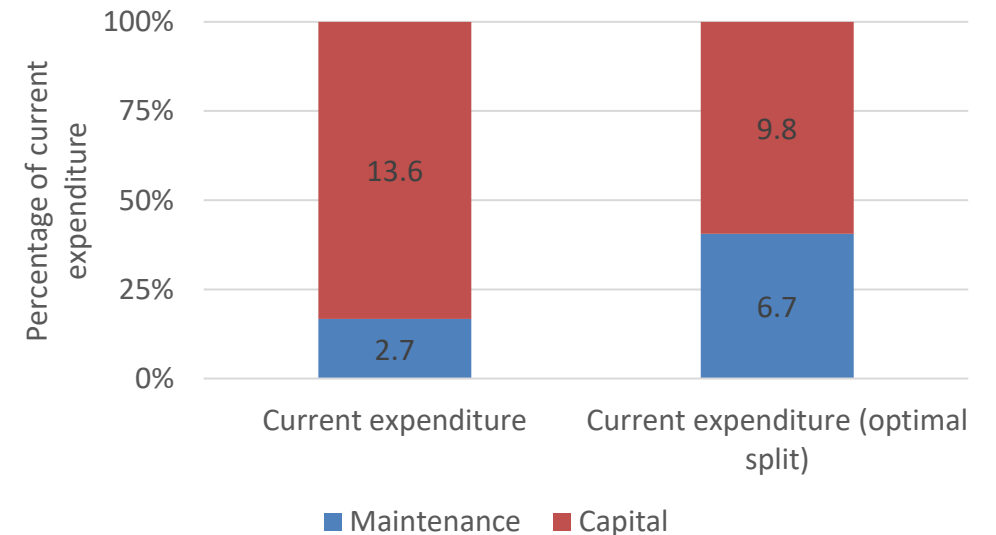
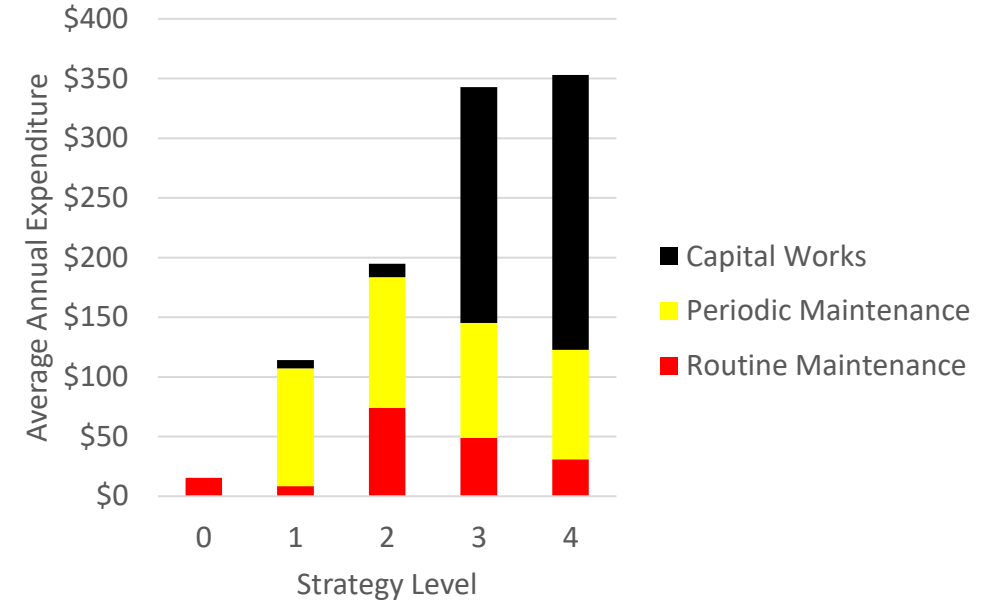
# IN-HOUSE DATA COLLECTION AND PROCESSING

- Data is collected by PIC, a wing of MoTC
- Data processing is also inhouse now. Processing was outside Kyrgyzstan up to 2021
- Using Semi Automated data Collection Equipment TRASSA
- Phased data collection to minimize cost
- Quality checks Data validation and field verification



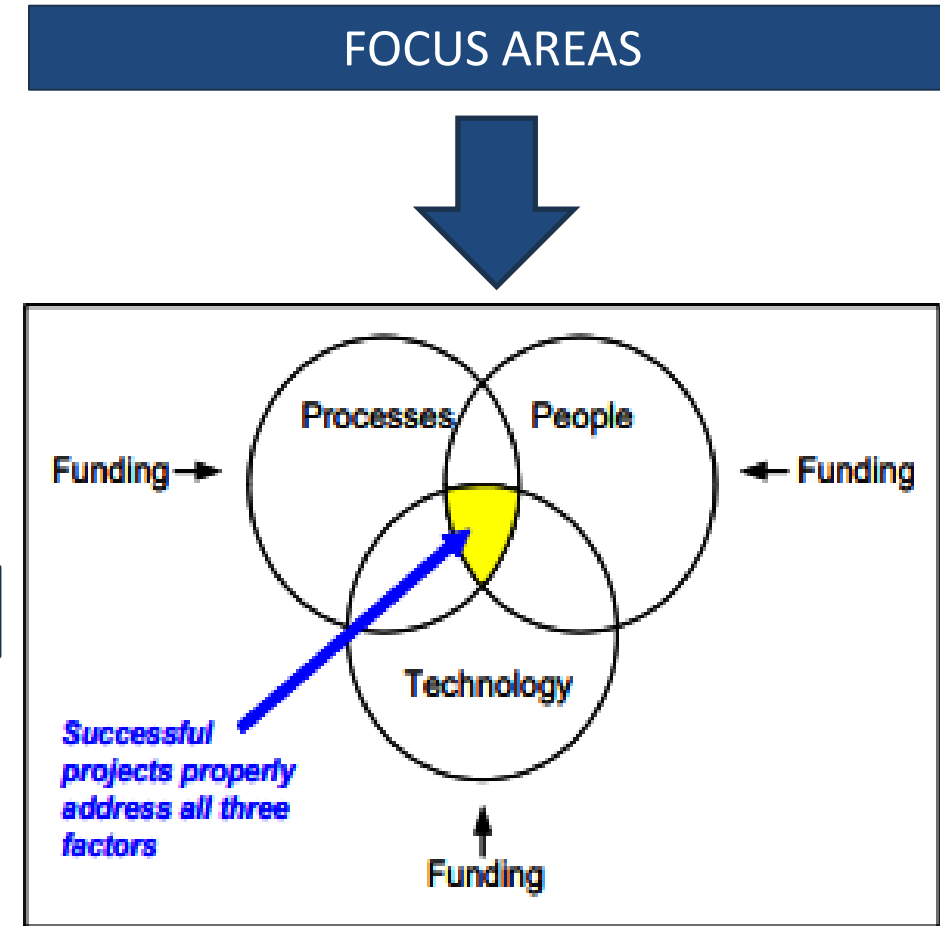
## USER FRIENDLY MAINTENANCE PLANNING

- RAMS generates works for each sub-section and cost.
- If the cost is beyond the budget, works are selected based on priority.
- Priority can be determined for all the roads together or roads within a region based on road condition traffic, number of villages and black spots
- Last maintenance plan was prepared during November 2024 using the data in the system up to 2024.
- A summary list for the Department of Roads is also generated. According to HDM-4 analysis, the annual investment need for optimal results is 28.5 billion KGS.
- Another recommendation is that the split between maintenance and capital works needs adjustment.
- This RAMS provides useful information for MoTC



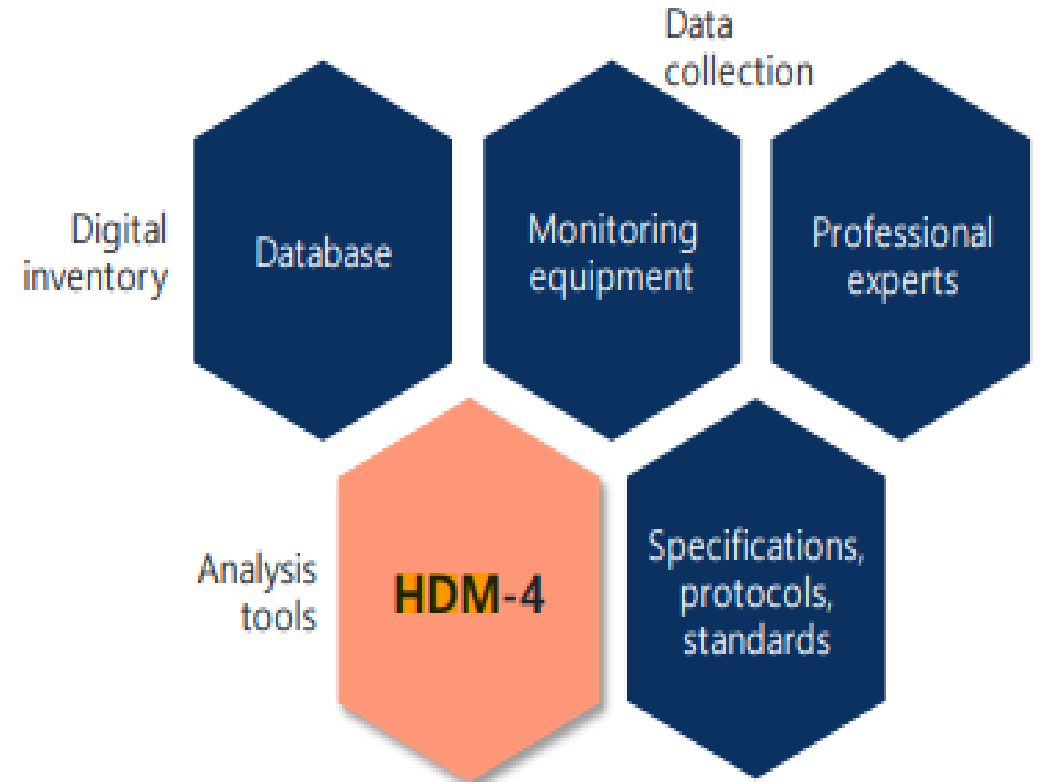
## INSTITUTIONAL REFORMS

- Road Asset Management unit was established in 2015 for managing RAMS
- Production Innovation Centre (PIC) was established in 2018 and made responsible for Surveys. TRASSA Equipment was also supplied.
- Establishment of State Enterprise “Kyrgyzavtojoldoru” in 2021 responsible for road maintenance works. This new model separated the maintenance operations from the Employer (MOTC) to an autonomous road maintenance enterprise as the Contractor.
- Road Fund was established in 2021, as a result the funding has been almost tripled for road maintenance in 2025.
- Road Administration Department is in charge of policies, norms, and regulations
- Road Maintenance Department (DDH) was set up as a separate legal entity under MOTC and is responsible for management of the road network
- Increased the revenue of Road Fund by introducing a levy on motor fuel sales in 2025



## LEGAL FRAMEWORK FOR RAMS IMPLEMENTATION

Year	Normative Legal Act (Legislative and regulatory act)
2021	Amendment to annual maintenance planning of road works to assess road condition using information systems.
2023	Amendment to Highways law of the Kyrgyz Republic. This amendment says it is mandatory to use RAMS for maintenance planning
2023	Government Degree on main directions of road sector development 2023-2030. RAMS is expected to comply with this requirement



# CAPACITY DEVELOPMENT

- Transfer of skills is one of the main components of RAMS projects
- Several manuals, reports and training video produced explaining what to do and how to do
- PIC has attained the skills in data collection and train new staff on data collection
- RAMS team attended several training and closely work with the consultant.
- The efforts will be continued in next phase too so that RAMS team is able to generate maintenance plans
- **Kyrgyz State Technical University (KSTU) professors trained on RAMS**
- PIC and KSTU have the potential to become the Internal Training source.
- A course on RAMS will be introduced in KSTU with the aim of producing sustainable skilled resources who can join MoTC in future.



## ***CURRENT FOCUS & STRATEGIC DIRECTION***

- Increase staff involvement and participation
- Put in place RAMS Policy and procedures
- Additional features in RAMS to improve system outputs
- Server capacity and server administrator
- Legal Report is being prepared to reassign responsibilities
- Integration with other systems
- Sustainable funding
- RAMS to be an information source and decision support tool at all levels
- RAMS Phase III will be implemented to address gaps and ensure sustainability





**Thank you for your attention!**